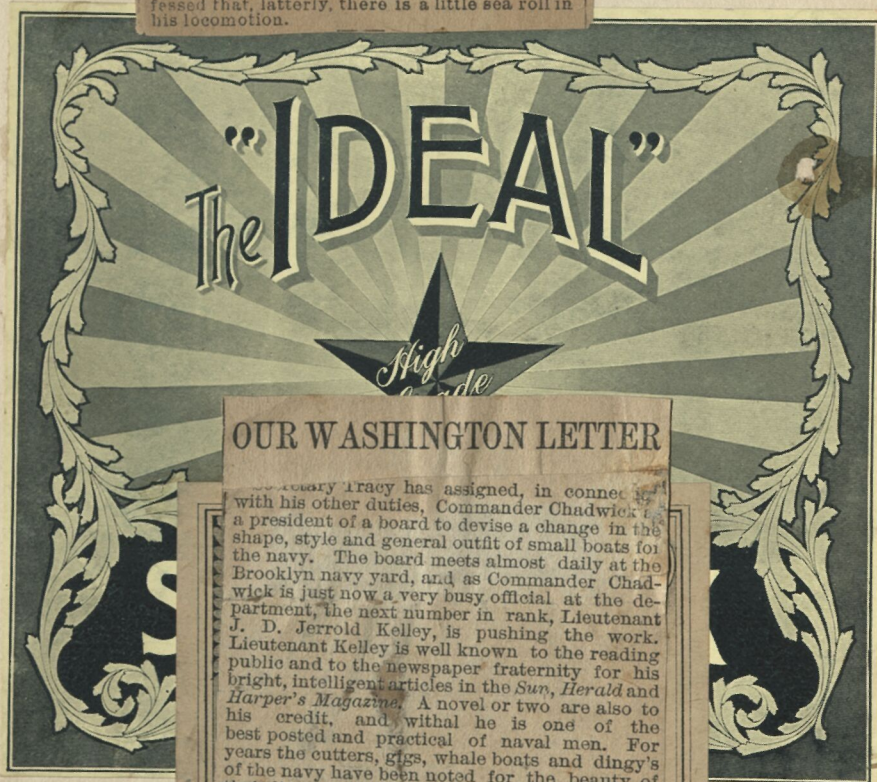




no. 62-36

Lieutenant-Commander J. D. J. Kelley, acting as Judge Advocate in the Court of Inquiry, at the Brooklyn Navy Yard, is one of the most picturesque and popular of our naval officers. He is a handsome, chubby, black-eyed man under the middle age, and with wavy hair and the plump cheeks of a boy. James Douglas Jerrold Kelley is his name, but he is not so much a Douglas Jerrold as he is a Charles Lever. He is a superabundant story teller, and his stories all sparkle and bubble with humor, keen wit and the drollest views of life. He writes differently. When he takes up a pen he becomes the learned champion of the navy, and it is safe to say that few men have done as much as he has to keep the navy to the front by writing about it lovingly, picturesquely, shrewdly, and constantly. He is a born New Yorker—an incurable Gothaiter. The sea cannot alter him. Europe, Asia, and Africa have tried, and have given it up. He comes back more of a New Yorker every time, though it must be confessed that, latterly, there is a little sea roll in his locomotion.

The protected Cincinnati will be placed in commission at New York on July 14. Captain Henry C. Kelley has been ordered to command the vessel. Other officers ordered to the vessel are Lieutenant Commander J. D. Kelley, executive officer; Lieutenant John Caldwell, Lieutenant A. C. Dillingham, Lieutenant H. P. Huse, Chief Engineer R. H. Chalmers, Lieutenant A. M. Mayer, Lieutenant A. Gove, Passed Assistant Engineers R. Leech and George T. Bird and Assistant Engineer S. W. Burk.



OUR WASHINGTON LETTER

Lieutenant-Commander J. D. J. Kelley has assigned, in connection with his other duties, Commander Chadwick as a president of a board to devise a change in the shape, style and general outfit of small boats for the navy. The board meets almost daily at the Brooklyn navy yard, and as Commander Chadwick is just now a very busy official at the department, the next number in rank, Lieutenant J. D. Jerrold Kelley, is pushing the work. Lieutenant Kelley is well known to the reading public and to the newspaper fraternity for his bright, intelligent articles in the *Sun*, *Herald* and *Harper's Magazine*. A novel or two are also to his credit, and withal he is one of the best posted and practical of naval men. For years the cutters, gigs, whale boats and dingy's of the navy have been noted for the beauty of their lines and excellence of construction in general. So far as racing is concerned a Yankee man of war's boat has always carried the broom. The old *Daring*, which was built by Foreman James Hefenstall of the navy yard as a barge for Admiral John Rodgers of the *Colorado*, when she sailed for the East Indies in 1870, won, before she went to rest in far off Samoa with the *Trenton*, no less than fifty-nine races with boats of men of war's men of all nations. She is but one of many champion craft turned out by the same boat shop, but the present idea is to have less racing and more general utility. The board are hard at work designing new models and in a very short time the navy service will be equipped with boats that will have room aboard for comfort and safety. They are now making a trial of a steam cutter about 32 feet in length, capable of carrying a crew of fourteen men with security and ease, which promises satisfactory results. Lieutenant Kelley, who is an enthusiastic coadjutor, Commander Chadwick, is deeply interested in this new scheme, and says he will build a fleet of boats big and strong enough to free Ireland, if necessary.

FOOLED BY THE CURRENT.

It Was Running Southeast by East
When the Famous Old Kearsarge
Struck on the Reef.

AT NOON IT WAS NORTH TO WEST.

Commander Heyerman Declares His Ship
Was from Seven to Nine Miles
Out of Her Course.

When the naval officers who are inquiring into the grounding and wreck of the Kearsarge were seated in a room in Building No. 7, in the Brooklyn Navy-Yard, yesterday morning, Judge Advocate Kelley arose, bowed to Admiral Gherardi and said: "The court is opened."

On the right of the President and at a little distance from the long table was a smaller table, covered with a flag, at which Commander Heyerman and Navi-

This Court of Inquiry is really a Grand Jury, which is to decide whether or not indictments shall be found against Commander Heyerman and Lieut. Lyman. The position of Judge Advocate Kelley is that of a District-Attorney. He summons the witnesses and examines them. The first he called yesterday was Admiral Stanton. There were formal questions which brought out that Mr. Stanton's real rank in the navy is that of Commodore, but under directions of the Secretary of the Navy he acts as Rear Admiral.

FIRST, THE ADMIRAL.

Much of Admiral Stanton's testimony was made up from notes made by Commander Heyerman, and in many respects their evidence was the same. Admiral Stanton described the course of the vessel on her final voyage and her position when observations were taken. They expected to pass Roncadore Reef at 6 P. M., and for that reason they did not dine at their usual hour. Admiral Stanton was on deck with the commander.

"Who told you that Roncadore Reef had been cleared?" asked Judge Advocate Kelley.

"Commander Heyerman reported to me at 6.30 P. M. that the navigator was sure that we had passed to the north of Roncadore Reef. The report of breakers came shortly before 7 P. M."



LIEUT. LYMAN. ADMIRAL GHERARDI. COMMANDER HEYERMAN.
LIEUT. COMMANDER KELLEY.
COMMANDER HEYERMAN GIVES HIS TESTIMONY.

gator Lyman were seated. A chair for witnesses was placed on the left of the President, between Capt. Kane and the Judge Advocate. Only two witnesses were examined yesterday, Admiral Stanton and Commander Heyerman.

"How far were you from the breakers when the white water was discovered?"
"Not more than 300 yards."
Then the Admiral described how the ship struck and the events following the grounding. When the Judge Advocate finished questioning, he asked

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Admiral Gherardi, Commander Heyerman and Lieut. Lyman if they wanted to ask the witness any questions. They did not. It was Commander Heyerman's turn next. Now, the brunt of this thing falls upon him, for he was in command of the vessel and therefore directly responsible for her. His testimony is of the greatest importance. In all the stories which have been told and in the reports which have been made there has been nothing which showed just how the gallant old warship went aground.

JUST SAVED HIS LIFE.

After the Commander was sworn by Admiral Gherardi there was a great show of soiled and discolored charts which belonged to the Kearsarge, which the Commander was called upon to identify. There was also a big black book, covered with oilcloth, the log of the ship, The "smooth" log and the night order book, one of the most important records of the ship, had been lost.

"The book was on my desk at the time of the grounding," Commander Heyerman said. "In it was a description of our course. When I went ashore I did not save anything. I hardly expected to save my own life. I made several attempts to get the night order book, but they were unsuccessful."

The Commander told of the sailing of the Kearsarge from Hayti on Jan. 31. The Admiral gave him verbal directions to proceed to Bluefields. In reply to the Judge Advocate, he said the weather was good up to Feb. 2. Correct observations could be taken. The instruments were all in good order except the telescope of the night sextant.

"When you took the observation at noon on Feb. 2, did you notice the currents?"

"Yes; there was a very strong current running north to westward. Our reckonings showed that this tide was setting us northwest about one and one-half knots an hour."

"Had you any reason to expect any reversals or changes in the currents?"

"I had no knowledge of changes or reversals in the currents."

THE REEF WAS THE NEAREST DANGER.

"What was the nearest danger you apprehended?"

"Roncador Reef, forty miles away."

"How much clear of Roncador would the course you were steering take you?"

"About five miles to the north."

Judge Advocate Kelley then read a description of Roncador Reef. Then he asked about the speed of the ship. Commander Heyerman said they were proceeding under sail on Feb. 2 up to 3 P. M., and had been averaging about six knots an hour. Then the wind fell, and he ordered the propeller coupled and fires built under the boilers. The engines were started at 4.10 P. M. and about the same time the wind freshened and they went bowling along at the rate of nine knots an hour, which speed was increased as the wind arose. An observation was taken at 4 P. M. and the position of the vessel marked on the chart. He expected to make Roncador about 6 P. M.

"At 6 P. M. we had sighted nothing," the Commander went on, "and we concluded that we had passed to the north of Roncador, but that we could not see it on account of the slight haze. I sent an officer to the foretop-gallant yards and he reported at 5.30 that he could see nothing. There was nothing in sight at that hour."

"How much light was there at 6.30 P. M. and how far could white water be seen?" the Judge Advocate asked.

"There was plenty of light, but there was a haze. In running down from Hayti I saw Marblehead Bank five miles away, and that is only three feet high. As Roncador Cay is seven feet high, I estimated that I could see it at least seven miles."



ADMIRAL GHERARDI PRESIDING.

"Up to 6.30 P. M. our course had been south-southwest. I then changed it to due west. I thought at that time that I was five miles to the north and two miles to the west of Roncador."

"What is the discrepancy between where you were and where you thought you were?"

"I was about six miles to the east and four miles to the south of where I thought I was."

Commander Heyerman then described the sighting of the breakers, "white water" they called them usually, at 6.50 P. M. He was on the poop with the Admiral, Lyman and Trainard were on the bridge. Cadet Bahl was in the foretop.

NO EXCITEMENT, NO FEAR.

Then, in a simple, earnest way, the Commander described the grounding of the old ship:

"When we discovered the white water the breakers were only 300 yards away. All hands were summoned on deck, according to custom. I sang out, 'Port, hard a port,' and gave orders to stop the engines and to clew down the topsails. We struck within a minute or two. The engines were set astern and soundings taken. I went into the mizzen rigging and was deceived by the washing of the waves into thinking that she was making sternway. She was forced slowly onto the reef. Seas struck heavily under her counter. The beams under the quarter deck groaned. The floor plates of the fireroom were buckling up. A steam pipe burst and hissed. The men were quiet. There was no excitement, no fear. Steadily and cheerfully they worked, obeying orders with alacrity and singing as they heaved at the pumps."

The voice of the Commander trembled, and a moisture shone in his eye. And every man in the room felt a little tightening about his heart and understood what a fine, big man this Commander is, and how bravely and calmly he must have acted on that night and during the succeeding days. The devotion of his men affected him more than any danger could.

THE LAST TO LEAVE THE SHIP.

Then he told of the night on the ship, the loss of the steam-launch and other boats, how the officers and crew were sent across in the catamaran and transferred to the strip of sand. He was the last to leave the ship, and, when he embarked, he knew, of his own knowledge, that no one was left behind. He told of the life they led on the reef, and again spoke of the faithfulness and good behavior of the crew and officers. The greater part of the time Commander Heyerman spoke so quietly that he could not be heard across the room.

Only those who know Jack will understand why the Commander almost broke down when he told of the good behavior of the men after they reached Colon.



JUDGE ADVOCATE KELLEY PUTS A QUESTION.

During the days the City of Para remained at her dock there was not a single breach of discipline. There was not even an attempt made to smuggle liquor on board. Commander Heyerman showed what a manly thing it is sometimes to shed tears. The fact that this big, rugged, powerful man should so deeply feel the devotion of those under him meant something.

When the Commander had finished his direct story, Judge-Advocate Kelley started in to question him again. Mr. Heyerman first said that he made no attempt to brace the yards after the vessel struck, for the reason that it was impossible. As soon as the questions turned directly upon the Commander, and they may mean much to him, all suggestion of weakness disappeared. After a few unimportant questions, Mr. Kelley fired those upon which the whole inquiry turns.

THE CURRENT HAD CHANGED.

"Why did you not so arrange your course that you would have daylight when near that reef?"

"I supposed that I would pass it in daylight, about 6 o'clock."

"What was the difference in miles between the position you assumed you were in and that you actually were in at the time you struck?"

"A difference of from seven to nine miles."

"Now, at the time that you struck, what was the direction of the current?"

"It was southeast by east, a complete reversal of what it had been when we took the noon observation."

This is one of the important points. It seems plain that the officers of the Kearsarge will base their defense upon the changing currents of the Caribbean Sea. Commander Heyerman names several people who told him about these currents—Capt. Lockwood, of the City of Para, and a number of naval officers, including Commander Crowninshield, Commander Elmer, Lieut. Hannus and Lieut. Roller.

To-day Lieut. Lyman, the navigator of the Kearsarge, will testify.

Brooklyn Eagle.

7.

JOHN W. WALLACE CHARGES BLACKMAIL

In Connection With Marine Barracks
Contracts.

MAY BE EXTENSIVE FRAUDS.

Contractor Alleges That a Man Calling Himself Sergeant Franklin Called Upon Him and Told Him That He Could Obtain a Contract if He Was Willing to Pay for It—Was Unable to Obtain Satisfaction From the Officers of the Barracks.

The court of inquiry appointed to investigate allegations touching the administration of the marine barracks at the Navy Yard will have plenty to do. Thus far the hints that have been thrown out as to the nature of the abuses to be subjected to scrutiny have indicated that the latter involved matters of trivial proportions financially and that disgruntled contractors were the source of the department's information and the instigators of the investigation. There is ground for the belief that if the inquiry is properly pushed, as the fact that Lieutenant Commander J. D. J. Kelley is judge advocate warrants it will be, frauds extending over a period of years and aggregating thousands of dollars will be unearthed, and it is not unlikely that court martial trials for some of the commissioned officers of the marine corps may be ordered.

The Court of Inquiry has as yet taken no testimony. Its operations have been suspended temporarily, out of respect to the death of the wife of Colonel John H. Higbee, Commandant of the Marine Barracks.

The court has summoned as a witness John W. Wallace of the firm of Wallace & Nosstrand, stove dealers and contractors, at 329 Myrtle avenue. Mr. Wallace's efforts have undoubtedly been the means of bringing about the investigation, but he is by no means a disgruntled contractor and his motive in the matter, as shown by the facts, is clearly to secure square dealing in the matter of the contracts.

Mr. Wallace made to an Eagle reporter to-day a startling revelation of the manner in which contracts have been given out for supplies and work at the barracks, the contracts involving in many cases several hundred dollars. The crooked practices, he says, have been going on for years.

8. The present attempt at investigation is not the first that has been incited by Mr. Wallace, but is the first in which he has ground for the belief that a fair inquiry will be made and the guilty parties brought to justice.

"I concluded to have nothing to do with the navy yard business several years ago," said Mr. Wallace, "after the experience I had had, but when Roosevelt, 'Our Teddy,' got into the Navy Department I concluded from what he had done in New York with the Police Department that it would be of some use to try again.

"I used to deal with the yard people some years ago when Colonel Forney was in command at the Barracks, but I have had nothing to do with the place in the way of business for the last two years.

"The way this present investigation started is this: Two years ago this month a friend of mine who wanted to take a contract at the yard involving work in my line as well as his own asked me to make an estimate on it and I went there to do so. Colonel Higbee detailed a man to show me what was to be done. The method at the barracks, you know, is that the commanding officer retails an enlisted man to send out three proposals when any work is to be done. Well, after I had looked the ground over I came back to my office.

"In half an hour afterward a man came to me and wanted to know what I had told Colonel Higbee. He had a proposal, with my name on it, and said that he could secure the job for me if I would pay him something for the service. 'If you'll give me something,' he said, 'I take care that you get the contract. I've done it for others.' He said his name was Sergeant Franklin. I told him I would have nothing to do with him, and I sat right down and wrote a letter detailing the whole circumstances of the case to Colonel Higbee. There were three men in the store at the time that Sergeant Franklin made his proposition, and the way he came out with it under such circumstances simply astounded me. I told Colonel Higbee this in my letter, but I never received any reply.

"I then wrote to Quartermaster Lowery about the case. After a while I got an answer from the judge advocate general, who stated that he would detail Major Reed to investigate the charges I had made. Major Reed came here and took the affidavits of the three witnesses to the conversation with Sergeant Franklin. He subsequently investigated further on his own account and he told me that he had found in one case a boy 15 years old figuring on a proposal, the boy's employer eventually receiving the contract. Major Reed said that after his investigation he told Colonel Higbee the facts and declared to him that Franklin ought to be dismissed. Higbee replied, Major Reed said, that he could not get along without Franklin and nothing was done. Major Reed's report to the department set forth that certain parties were favored in the matter of contracts and that he had found that in some cases boys and employees of these favored contractors had figured on the work.

"Nothing further was done about the matter until Roosevelt was made assistant secretary of the Navy, and I wrote to him, for the reason, as I have said, that I believed

he would take the proper course. I referred Mr. Roosevelt to the report of Major Reed. After that I got a letter from the Judge Advocate General, telling me to go ahead, and gather what evidence I could and send it on to Washington and that then, perhaps some attention would be paid to the matter. I wrote back to Mr. Roosevelt that I had something else to do beside collecting evidence for the government. I had read in the newspapers that Quartermaster Lowery had been tried and found guilty on a charge of giving out a laundry contract at an exorbitant price and I told Mr. Roosevelt that I had no faith in his department.

"Well, the upshot of it all was that Lieutenant Commander Kelley came to me and we went over the proposals which were obtained from Washington for contracts at the barracks covering a period of Colonel Higbee's term there as commandant and we found that the majority of proposals for work were signed by employees of favored contractors. I could mention a dozen cases right off, but one will do for the present. It was that of the Western Electric Company. In this case there was a proposal from a man named Campbell, who lives in St. Felix street and who has been an employee of that company for a dozen years. This is but one of very many instances. Time and again a dozen reputable firms that I know which were in a position to bid as low as any in the business have been beaten by 5 cents and always by the same company. Now, to a man in the business this is plainly too remarkable to be accepted as a mere coincidence.

"As for myself I have received fully fifty proposals sent to my office as an invitation to bid in the last two years, but I have simply refused and sent the proposals on to Washington. So you can see how much of a disgruntled contractor I am. I have simply declared in every case that I was dissatisfied with the way that Colonel Higbee acted in the case of Franklin."

Mr. Wallace declared that Sergeant Applegate, who succeeded Franklin at the barracks, expressed great sorrow because his (Applegate's) term expired on January 13. There is about \$10,000 worth of work to be done and the appropriation has been made, Mr. Wallace says, and Applegate said it would have been worth \$2,000 to him. Applegate, according to Mr. Wallace, made the bold proposition to him that the two enter a sort of partnership. "Applegate told me," said Wallace, "that he would guarantee to secure me the contracts as he had to do with the proposals."

Wm. Jones, March 11, '98

MARINE BARRACKS INQUIRY.

Major Williams to Receive a Reprimand for Irregularities.

The findings of the court of inquiry which convened in the navy yard in January for the purpose of investigating alleged irregularities connected with the awarding of contracts at the marine barracks have been published.

Lieut. Commander J. D. J. Kelley, Judge Advocate of the court, announces the findings to be that bogus bids were accepted, owing to the neglect of duty and collusion of a clerk; that favored bidders appear to have gained contracts by fraud; that lax methods of business were followed, so that respectable business men would not bid, and that exorbitant prices were paid for goods.

The opinion of the court as to the charge that Major Charles S. Williams receipted for three stoves, valued at \$15, when one grate was received in place of them, is that it is true, but that further proceedings cannot be had, because of the lapse of time. The court also announces that the answer received from Major Williams when the report of the findings was sent to him was not at all satisfactory. The writing of a reprimand against Major Williams will be the only action taken in his case.

BARRACKS SCANDAL DECLARED PROVED.

Major Williams Saved From Court
Martial by Lapse of Time.

MARINE CLERKS TOOK BRIBES.

Findings of the Naval Court of Inquiry Approved—Officers in Charge of the Brooklyn Headquarters of the Marine Corps Were Guilty of Negligence, Says the Court—Colonel Higbie's Conduct Proper Since He Was Reprimanded Two Years Ago—Charges of Crooked Dealing in the Letting Out of Contracts for Supplies Sustained.

The findings of the court of inquiry which convened at the Navy Yard January 20 for the purpose of investigating certain alleged irregularities connected with the awarding of contracts at the marine barracks, having received the approval of Secretary of the Navy Long, have now been made public.

The court, which consisted of Captain Merrill Miller, as sole member and Lieutenant Commander J. D. J. Kelley as judge advocate, had been directed to inquire especially into certain charges made by John W. Wallace of 329 Myrtle avenue, Brooklyn. The following points have, according to Commander Kelley, been proven:

First, that bogus bids have been accepted, owing to neglect of duty in carrying out the regulations and by collusion of a clerk or of clerks on duty at the marine barracks with fictitious or unlawful bidders.

Second, that favored bidders exist and appear to have gained contracts by fraud.

Third, That percentages had been demanded by certain men for the acceptance of proposals and the award of contract.

Fourth, Lax business methods have been involved, and avenues of fraud have thereby been opened.

Fifth, Respectable merchants have been deterred from competing because of their belief in the existence of these methods and of these frauds.

Sixth, Exorbitant prices have been accepted irrespective of the ruling market rates and all available information.

Further it has been openly charged that Major (then captain) Williams, U. S. M. C., receipted for a definite number of stoves when he demanded and received as a substitute for three stoves a parlor grate, the price of which is about equivalent to these stoves.

Seventh, That the work was done under various contracts, such as painting and repairing leaders was scamped, was conducted without supervision and was accepted without the inspection required by the regulations.

In the opinion of the court, therefore, Lieutenant Colonel J. H. Higbee, United States Marine Corps, has since the receipt of a letter of reprimand, conducted properly the duties of his office and the court does not recommend any further proceedings in his case.

The charge against Major Charles S. Williams, United States Marine Corps, of having receipted for ten stoves when only eight stoves and one fireplace grate were received, is, in the opinion of the court, true. As there are at present no stoves in the rooms indicated, but in place thereof is a grate different in pattern to any other in the officers' quarters, and of the character described by the witness Wallace, the court, therefore, is of the opinion that further proceedings should be had against Major Charles F. Williams, United States Marine Corps, were it not for the fact that lapse of time protects him. The Judge Advocate General announces that a copy of the findings of the court in so far as it relates to Major Williams, was sent to the latter. He replied on the 10th of February, but, in the opinion of Commander Kelley, gave an explanation of his conduct which was in no way creditable.

No action will be taken against the merchants who illegally obtained contracts for work at the Marine Barracks, as they were promised immunity from prosecution if they would testify in the case. With the exception of writing a reprimand to Major Williams, no action will be taken against the officers concerned.

John W. Wallace, at whose instance the inquiry was made, when seen to-day said that his charges of crookedness at the Marine Barracks had been justified yet he could not understand how it was that the officers involved should get off so easily. Mr. Wallace declared that he had made similar charges to the department several years ago and that Major Reed of the Marine Corps, who was detailed to investigate them, had reported the charges true. After that Wallace had thought the irregularities were discontinued, but in August of last year one of the very witnesses who appeared before the Board of Inquiry came to him and asked him to act as a fictitious bidder for a barracks con-

tract. That witness, Mr. Wallace declared, told the same story to the Naval Board, yet the latter in their findings affirmed that Colonel Higbee, since the reprimand he had received two years before, had conducted the duties of his office properly. The recent charges, Mr. Wallace says, were supported not only by witnesses but by copies of the proposals for bids brought from Washington and which showed to what a recent time the irregularities had continued.

NOW FOR A BIG NAVY TO PROTECT THE PORTS.

Extensive Plans for an Auxiliary Fleet
That Can Be Quickly Brought Into
Service in Case of Trouble.

ONE of the busiest bureaus of the Navy Department just now is that special one which is an integral part of the Bureau of Ordnance and which is known as the Board of Inspection of Vessels for Auxiliary Naval Service.

The headquarters of the Board of Inspection is located in this city, and the chief inspecting officer is Lieutenant-Commander J. D. J. Kelley, U. S. N., the

secretively, with all weight on board, and to be of a gross registered tonnage of not less than 8,000 tons.

Cruisers—Second class: Ships capable of maintaining a speed of sixteen knots an hour at sea and of not less than 5,000 tons.

Cruisers—Third class: Ships capable of fourteen knots an hour at sea and of not less than 2,500 tons.

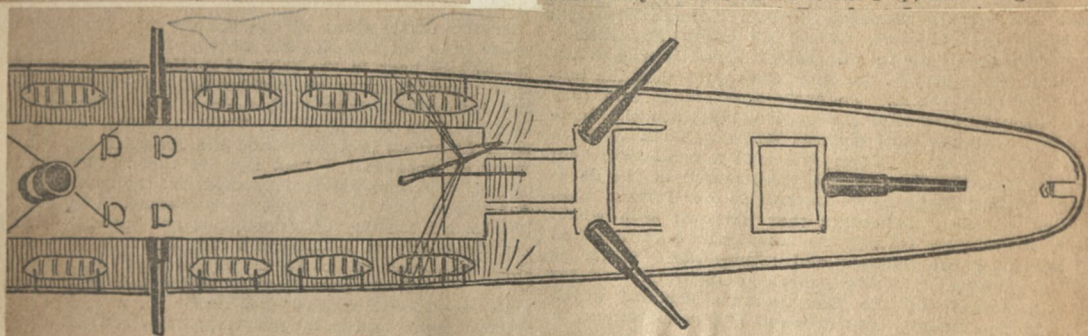
Cruisers—Fourth class: Vessels suitable for employment as auxiliary cruisers, but not admitted to the first, second and third classes, to be capable of maintaining a speed of at least twelve knots an hour at sea in ordinary weather for four hours consecutively, with all weights on board, and to be able to carry a suitable armament.

Vessels of these four classes must be built of iron or steel, must have the highest rate in the commercial classification, must be constructed after the latest and most approved types, and with all the modern improvements and appliances for ocean steamers.

They must have water-tight compartments in such number as to enable them to float when any one compartment is filled. The engines and boilers must be inclosed in separate water-tight compartments, and pumps of ample capacity must connect with each compartment.

The decks upon which the men are berthed should not be less than six feet high, and must be fitted with air ports, deck scuttles and ventilator tubes.

Vessels of the cruiser class will be armed with the battery of modern guns, of six-inch or less calibre, which may be best suited to the ship, according to the



SHOWING HOW THEY WOULD BE ARMED FOR ACTION.

amous naval expert and author of "The Navies of the World" and other noted works on naval affairs. Commander Kelley is actively engaged in preparing a statement of the auxiliary fleet of passenger steamships, merchantmen, steam yachts and other craft which would be pressed into the service of the United States Government in the event of war.

The ships thus far selected for this service include the vessels of the American line, the Pacific Mail Steamship Company, the Ward line, the Savannah line, the Clyde line, the Mallory line, the Old Dominion Steamship Company, the Merchants and Miners' line, of Baltimore; the Red "D" line, the Cornwall line and the Plant Steamship Company.

According to the instructions issued by the Navy Department the classification of the auxiliary fleet is as follows:

AUXILIARY SHIPS FOR UNCLE SAM IN CASE OF WAR.

Cruisers—First class: Ships capable of maintaining a speed of twenty knots an hour at sea in ordinary weather for four hours con-

recommendation of the Board of Inspection. They may also be armed with batteries composed of 60-pounder breech-loading rifles, 100-pounder, 60-pounder eight-inch converted muzzle-loading rifles or nine-inch smooth-bore guns.

In selecting positions for batteries consideration must be given to the beam of the ship and immovable obstructions, to getting as large an angle of train as possible, to providing for bow and stern fire, to transferring the guns to the opposite side of the ship with ease.

The decks, beams and frames must be critically examined at the positions selected, to ascertain whether any support or strengthening is needed.

The magazines and shell-rooms must be in a dry, secure place, as low down as possible, and must be large enough to accommodate 120 rounds for each of the great guns, and 500 rounds for each gun of the secondary battery. They must be so located that convenient and suitable chains of scuttles for passing ammunition may be constructed.

A thickness of coal in bunkers or bags, should pro-

fect the entire magazine space.

Vessels selected as auxiliary cruisers must carry boats sufficient to float the complement of officers and

men in fair weather, gauging the troop capacity of a boat at one man for ten cubic feet. They must be fitted with steam winches and steam anchor and steering gear and must have an electric light plant on board. It is desirable that the rig of single-screw steamers should be of such a character as to give the vessel steerage way in a light breeze.

Only a sufficient number of men absolutely required to render the vessel efficient as a cruiser will be allotted to each ship. The United States Navy regulation allowance will be used as a basis, but the number of rated men will be reduced to a minimum and all superfluous persons will be excluded. Not less than 100 cubic feet of air space per man will be allowed in the allotting of berthing space for the crew. Men will be berthed in navy hammocks, with the regulation space of not less than 14 inches between hooks.

Some of the typical American merchant steamers selected as auxiliary cruisers of the first, third and fourth classes are below described, with the armament allotted to each.

A fleet of steam yachts numbering 160 has been placed at the disposal of the United States Government by public spirited members of the New York Yacht Club, the American Steam Yacht Club, the Larchmont Yacht Club, the Eastern Yacht Club and other organizations.

The list includes the following yachts:

| Name, Owner and Port | Gross Tonnage. |
|--|----------------|
| Aida, Wm. F. Douglas, New York..... | 37.63 |
| Alcen, Richard Stevens, New York..... | 151.82 |
| Albatross, Jacob Ruppert, Jr., New York..... | 74.73 |
| Alcibi, H. M. Flagler, New York..... | 301.39 |
| Almy, Frederic Gallatin, New York..... | 364.75 |
| Anita, J. H. Flagler, New York..... | 232.69 |
| Anita, J. G. Cassatt, Philadelphia, Pa..... | 74.03 |
| Atlanta, George J. Gould, New York..... | 568.47 |
| Au Revoir, William Du Pont, Wilmington, Del..... | 242.66 |
| Ballymena, J. N. Brown, Providence, R. I..... | 145.05 |
| Barracouta, Mrs. S. D. Fell, Philadelphia, Pa..... | 167.40 |
| Black Pearl, E. B. Sheldon, New York..... | 240.08 |
| Clermont, A. Van Santvoord, New York..... | 259.12 |
| Clifton, Charles Mallory, Mystic, Conn..... | 133.86 |
| Columbia, J. H. Ladew, New York..... | 380.01 |
| Comanche, H. M. Hanna, Cleveland, O..... | 357.21 |
| Conquerer, F. W. Vanderbilt, New York..... | 371.91 |
| Corsair, J. P. Morgan, New York..... | 560.83 |
| Dungeness, Mrs. L. C. Carnegie, New York..... | 140.00 |
| Eleanor, W. A. Slater, New London..... | 803.81 |
| Electra, E. T. Gerry, New York..... | 303.98 |
| Elfrida, W. S. Webb, New York..... | 112.64 |
| Embla, J. H. Hanan, New York..... | 170.00 |
| Enterprise, J. H. Cassatt, Philadelphia, Pa..... | 252.01 |
| Giralda, E. S. Renwick, Port Jefferson..... | 184.62 |
| Halcyon, E. C. Porter, New York..... | 80.05 |
| Margarita, A. J. Drexel, Philadelphia, Pa..... | 1,159.83 |
| May, E. D. Morgan, Newport, R. I..... | 655.71 |
| Namouna, J. G. Bennett, New York..... | 618.29 |
| Narwahl, C. H. Osgood, New London..... | 187.27 |
| Neaira, A. J. Wise, New York..... | 141.39 |
| Nourmahal, John Jacob Astor, New York..... | 745.20 |
| Oneida, E. C. Benedict, New York..... | 141.38 |
| Oneonta, F. C. Dinwiddie, New York..... | 140.92 |
| Queen Mab, J. T. Lord, New York..... | 86.69 |
| Radha, J. B. Wolf, New York..... | 194.91 |
| Reva, George L. Ronalds, New York..... | 159.30 |
| Reverie, Park G. Bourne, New York..... | 92.15 |
| Roxana, A. M. Singer, New York..... | 656.96 |
| Sagamore, E. S. Scott, Philadelphia, Pa..... | 322.81 |
| Sanibel, R. Stuyvesant, New York..... | 40.12 |
| Sapphire, A. L. Barber, New York..... | 541.45 |
| Satanella, Perry Belmont, New York..... | 169.08 |
| Seneca, Charles Fletcher, Providence, R. I..... | 137.11 |
| Stranger, Mrs. George Lewis, New York..... | 247.40 |
| Sultane, John R. Drexel, New York..... | 390.40 |
| Susquehanna, Joseph Stickney, New York..... | 233.92 |
| Sylvia, E. M. Brown, New York..... | 138.08 |
| Thespia, David Dows, Jr., New York..... | 311.74 |
| Toinette, R. D. Evans, New York..... | 116.63 |
| Truant, T. H. Newberry, New York..... | 100.33 |
| Unquowa, John H. Hall, Hartford, Conn..... | 153.92 |
| Utowana, W. W. Durant, New York..... | 414.33 |
| Vallant, W. K. Vanderbilt, New York..... | 1,823.23 |

| | |
|---|----------|
| Vamoose, F. T. Morrill, New York..... | 63.28 |
| Varuna, Eugene Higgins, New York..... | 1,015.83 |
| Velpite, M. C. D. Borden, New York..... | 92.49 |
| Varuna, J. M. Sears, Boston..... | 57.12 |
| Viking, H. A. Hutchins, New York..... | 141.38 |
| Vita, M. S. Smith, Detroit..... | 69.38 |
| Vivid, H. C. Roome, New York..... | 35.91 |
| Wadena, J. H. Wade, Jr., New York..... | 216.71 |
| Wanda, H. S. Henry, Philadelphia, Pa..... | 111.27 |
| Xarifa, F. M. Singer, New York..... | 283.82 |
| Zara, A. E. Tower, New York..... | 195.39 |

For the armament of the auxiliary fleet Congress has appropriated \$400,000.

More than sixty merchant steamers have been enrolled in the fleet, 156 steam yachts and about 225 steam tugs and colliers.

The latest addition to the auxiliary fleet is the new steel yacht Niagara, which has just been completed for Howard Gould. The Niagara is 270 feet over all, 36 feet beam and 16 feet draught. She is bark-rigged, has twin-screw propellers and is said to be the largest yacht ever built in this country.

The Niagara could carry a battery composed of four 6-inch guns, four 6-pounders and six machine guns.



FROM FRIGATE TO BATTLE SHIP

Development of American Navy
from the Old Constitution to
the Modern Kentucky.

WHAT THE MONITOR DID

How Steam, Screw, Turret and Rapid
Fire Gun Have Replaced Sail
and Smooth Bore.

WHO CAN GUESS THE FUTURE?

Will the Coming Powers Muster Their Fleets
Beneath the Sea and in the Air

1830 Above It? *1900.*

By J. D. Jerrold Kelley, Commander
U. S. Navy.

It is a far cry from the frigate Constitution of immortal memory to the battle ship Kentucky, lately cruising in the waters where a hundred years ago Old Ironsides was flagship of our most important squadron. What a period of change, of development, of marvellous achievement, this has been in the design, construction and power of the navies of the world.

At the beginning of the century the most picturesque vessels in history were the noble ships of the line that fought for the mastery of the sea. They gave an idea of force beyond any other type that preceded or followed, and presented the noblest sea spectacle of the world when striving, before a general action, for the weather gauge that was deemed the key of battle. Their mighty bulwarks towered like a fortress, their gleaming sails spread cloud-like, their masts tapered into lofty royal masts, and from their hulls three, sometimes four, tiers of guns bristled through wide ports and over tumble-home sides, breathing a defiance that seemed irresistible.

Frigate Versus Battle Ship.

Yet the greatest of these, the Caledonia, of 120 guns, was but 205 feet in length, 54 feet in beam and of 2,616 tons burden. What is our latest battle ship?

Length, 435 feet; beam, 76 feet; displacement, 15,000 tons; speed, 13 knots, and horse power 19,000; main battery, four 12-inch, eight 8-inch and twelve 6-inch rapid fire guns; secondary battery, forty guns, varying from 3-inch to 1-pounder; two submerged torpedo tubes.

Among the frigates none equalled the Constitution. In the War of 1812 the British claimed she was a line-of-battle ship, and not a saucy frigate; though earlier they had called her a bundle of plie boards haunting a striped rag at her peak. But both were sheer foolishness. Here is the battery that so often gave her victory:—On the main

or second deck she carried thirty 24-pounders, and on her spar deck twenty-two 32-pound carronades were mounted. This battery of fifty-two pieces, all smooth bore, muzzle loading iron guns, threw a total weight of 1,550 pounds, or of 750 pounds in a broadside.

This great energy seems pitiable enough in our days, and to get a comparison one of the minor modern types must be taken. In the very first group provided in 1883 for the new navy, the Atlanta and Boston were designed to fire with a battery of two 8-inch and six 6-inch guns, a total weight of 1,600 pounds. This made one modern gun equal six old pieces.

First Steam War Vessel.

The development of fleets was rather slow and timid up to the civil war. Steamers had been suggested early in the century, but the first steam vessel designed and put afloat for war purposes in any navy was the Demologos. She was built under the supervision of Robert Fulton in 1814 at New York. Her dimensions were as follows:—Length, 156 feet; breadth, 56 feet; depth, 20 feet, and tonnage, 2,475. Her total cost was \$320,000, or about that of a first class frigate. As she steamed about our harbor during her early trials she is described as exhibiting "a novel and sublime spectacle to our admiring people." Her promised speed was three to four miles an hour, but she went outside the Hook and returned, covering a distance of 53 miles, in 8 1/3 hours, and later made an average of 5 1/2 miles an hour with and against the tide.

With the extension of the steam principle other vessels, mainly paddle wheels, were built. The old belief in sails died hard. Our wooden ships that sailed the ocean from 1846 to 1860 were the finest in the world. Our frigates and corvettes were the nimblest and the smartest, and the clipper ships of that era need no eulogy beyond their own records. Wiser minds suggested the construction of steamers pure and simple. But, not wedded to the belying hemp and cotton canvas, the conservatives, when convinced by the success of the screw, agreed as a compromise to build vessels with auxiliary steam power. The civil war found this theory in full swing, and it was only due to the exigencies of the situation that radical types were introduced. Then came the Monitor, and the action in Hampton Roads. This sounded the knell of wooden ships, of sail power and of smooth bore guns the world over.

What the Monitor Taught.

From that memorable action may be dated the revolution of naval construction. It is true that ironclad batteries had fought off Kinburn in the Crimean war, that La Gloire had been laid down in France, and the Warrior in England, and that Timby, Captain Cooper, Cowles and Ericsson had independently evolved the turret idea. But the results of the duel between the Monitor and the Merrimac—after the death blow to the

Congress and the Cumberland—ushered in the age of metal war ship construction.

To-day battle ships of 15,000 tons carry energies sufficient to throw their own hulls fifteen feet in the air, and, despite gale or current, they can steam eighteen knots an hour, can keep the sea for weeks. Torpedo destroyers, yet undeveloped, have covered more than forty miles an hour, and submarine craft, still in the experimental stage, have asserted their right to be reckoned with as moral and material factors of sea war.

And for the future? He will be a bold man that dares even to guess. Will steam surely be replaced as the motive power, because of its excessive cost? Will the gun remain as the supreme weapon, and will even the skies above and the waters below muster their fleets with such powers for evil that war itself will relapse into what it really is and has always been—a discredited resource of barbarism and ignorance?

J. D. JERROLD KELLEY, U. S. N.

POSTAL TELEGRAPH-CABLE COMPANY IN CONNECTION WITH THE COMMERCIAL CABLE COMPANY.

16.



J. O. STEVENS, Sec'y.
ALBERT B. CHANDLER, President.
WM. H. BAKER, V. P. & G. M.

ALBERT BECK, Sec'y.
JOHN W. MACKAY, President.
GEO. G. WARD, V. P. & G. M.



TELEGRAM

The Postal Telegraph-Cable Company transmits and delivers this message subject to the terms and conditions printed on the back of this blank.

Received at

24ny wd x 22 paid 3;21 pm

New York July 23

Commander Kelly,

Parker House, New Bedford.

Mr Bennett cables in view delay thinks best begin operations with arrival Lucania on Aug sixteenth which will give you plenty time.

Reick.

(WHERE ANY REPLY SHOULD BE SENT.)

WORK BEGUN IN NANTUCKET.

Wireless Telegraph Apparatus to Be Installed, Beginning Probably Next Week.

[Special Dispatch to the Boston Herald.]

NANTUCKET, July 23, 1901. Representatives of the Marconi wireless telegraph system arrived here today with Commander J. D. Kelley of the lighthouse board to make preparations and a survey for the installation of the system between this island and South Shoal lightship. Probably the apparatus will be placed at Sankaty head, near the lighthouse.

The visitors told The Herald man tonight that the scheme would be put in operation in two weeks, if possible, the material, instruments and pole being already on the way. Marconi's representatives say the system will be of great benefit to the weather bureau as well as the marine world, as signals and storm warnings will be displayed from South Shoal lightship. Work will begin as soon as the outfit arrives, probably Wednesday or Thursday next week.

"WIRELESS" FOR NANTUCKET.

Marconi System of Telegraphy Is Being Installed.

Inside of Two Weeks Messages Will Pass from the Island to a Staff on the Shore 160 Feet High—Important Aid Will Be Rendered the Weather Bureau.

[Special Dispatch to the Boston Herald.]

NANTUCKET, July 24, 1901. Inside of two weeks the wireless telegraphic system between this island and the South Shoal lightship will have been established, if the plans of the Marconi representative, W. W. Bradfield, receive no set backs.

Com. J. D. Kelley, U. S. navy, together with Messrs. Bradfield and Perry, the latter a rigger, arrived here yesterday and proceeded at once to Sankaty, where they have been looking about for a suitable location. A site near the lighthouse was selected and the ground staked out, the gentlemen leaving this noon to report the result to the promoters of the enterprise, the New York Herald.

The staff to be erected on the land will tower 160 feet above the ground and will be made in three sections, the lower portion being 80 feet long and of Oregon pine the upper portion, 70 feet long, will be of common pine, and the gallant mast, 50 feet long, of spruce.

Mr. Bradfield says he will be back next Wednesday with two assistant operators and a rigger, and will commence work at once. As the entire apparatus and equipment is now en route for Nantucket, he thinks it will require but a comparatively short time to install the system at Sankaty, and he will then proceed to the lightship and complete the work there. He will then return to Sankaty and open up the system.

Mr. Bradfield joined Marconi in his work about four years ago, being the first operator to learn the new system. He returned Saturday from Europe, where he has been installing a number of stations in the southern part of France. He has no doubt of the ultimate success of the enterprise. He thinks the service will be of great benefit to the weather bureau department, as it will enable signals to be displayed from the lightships, giving notice of coming winds and storms; and the news of any disasters occurring in that vicinity may be received on shore, and assistance sent if necessary, by means of the Marconi system.

NANTUCKET IS FORTUNATE.

Boston Herald
Lively Season — Overcoats in Demand During Past Week.

Satisfaction at Installation of Wireless Telegraph—Town Expects to Reap Benefit from Marconi's Invention—Golf Is Popular—Hotel Guest List.

[From Our Regular Correspondent.]

NANTUCKET, July 27, 1901. That Nantucket should be selected as the site for the establishment of the first system of wireless telegraphy on the Atlantic coast is a source of great satisfaction to the islanders, and now that the installation of the plant is really under way the smile of satisfaction continues to broaden, for the islanders consider it an event of great importance to the future of Nantucket.

When communication is established with the South Shoal lightship, and reports are being received from incoming steamships, the phrase, "via Nantucket," in the marine reports will undoubtedly add considerable to the fame of Nantucket as a summer resort.

Commander J. D. Kelley, U. S. N., and Mr. W. W. Bradfield, Marconi's chief assistant, came down Tuesday noon, and went at once to Sankaty head for the purpose of selecting a suitable location for the establishment of the wireless telegraph station. A site was staked off, but was abandoned when it was found that South Shoal lightship ranged directly over the village of Siasconset. Mr. Bradfield decided that Siasconset bluff would be a better place than Sankaty to locate the station, as it would save a distance of about two miles and nearer telephonic communication, and a tract of land has been secured for the purpose and a house leased for the operator's use.

Having completed arrangements as to a location, Commander Kelley and Expert Bradfield returned to the mainland Thursday. They will come down again about the middle of next week with assistants, and the work will be commenced at once. The 160-foot pole, instruments and other equipment will arrive early in the week. The mast will be guyed by wire ropes, attached to heavy sand anchors, and will be rigged in ship shape with one yard.

If there are no drawbacks in the work of installing the system, communication between Nantucket island and South Shoal lightship will be established in two weeks. Mr. Bradfield will superintend the installation of the plant, going to the lightship as soon as the instruments are set up on shore, and returning here before messages are sent between the two points.

One of the most important advantages which Nantucket expects to derive from the system will be the establishment of better communication with the mainland. Three relays are now necessary in the transmission of messages between this island and Boston or New York, and the hours of service at the local telegraph station are so short as to be ridiculous. It is hoped that the "wireless" will further the endeavors of the islanders to obtain long distance telephonic communication with the mainland.

WIRELESS TELEGRAPH MAST.

Commander Kelley of the United States navy and W. W. Bradfield and E. George of London, England, representing the Marconi company, came to New Bedford this week, en route for Nantucket, where they will set up the wireless telegraph system between a shore station on Sankaty head and the Nantucket shoals lightship, 43 miles out at sea.

In the Marconi wireless system the instruments have to be placed at a high elevation, varying according to the distance between the receiving point and the point of transmission. In this instance it will be necessary to erect on Sankaty head a mast 160 feet above ground. The contract for furnishing it was given yesterday to Johnson & Howland, spar makers, of this city, who state that it will be the tallest mast ever turned out in this vicinity.

The total length of the mast, which will be made in three sections, will be 168 feet. The lower mast, 80 feet long, will be of Oregon pine; the topmast, 70 feet long, of common pine; and the gallant mast, 50 feet long, of spruce. The mast will be set by Antone Perry, the rigger. In addition, Johnson & Howland will furnish two 60-foot masts to be erected on the Nantucket shoals lightship. It is estimated that seven or nine days will be required to complete the work. When the masts are set in place, the wireless system will be installed by Messrs. Bradfield & George of the Marconi company. Unless unforeseen difficulties are encountered, the system will be in operation in two or three weeks.

Wireless Telegraph.

There has been considerable discussion as to whether the wireless telegraph would be established on Nantucket island, as it had been promised by July 1st. But there need be no misgivings regarding the matter, for work will probably be commenced some time next week.

On the noon boat Tuesday arrived Commander J. D. J. Kelley, U. S. N., retired, and Mr. W. W. Bradfield, representing Signor Marconi in the New York *Herald's* work of establishing wireless telegraphic communication with the South Shoal lightship, particulars of which we have given our readers in recent issues. Commander

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Kelley, who is also in the *Herald's* service, came to select a proper site. They visited Sankaty light station in the afternoon, and a place was staked off, and the matter talked over with Keeper Remsen as to further details. The following day they visited Siasconset, and decided to locate the plant there. It was arranged with Mr. Samuel P. Pitman for the use of a piece of land on Bunker Hill, near his house, and the Hussey cottage was rented for the use of the operator.

As we understand the plan from Commander Kelley, it is proposed to erect the land plant first, then that on the lightship, and return to the island and open up communication first from the land. The apparatus, which arrived by the same steamer as Mr. Bradfield, is ready for shipment to Nantucket, and may be expected at any time after Tuesday next, when the work will be pushed forward as rapidly as it is possible to do. The mast, which is to be furnished by Johnson & Howland, of New Bedford, will be of Oregon pine, in three parts—a lower-mast, topmast and topgallant-mast, and will be 160 feet above the ground, being set eight to ten feet deep. It will be securely guyed by wire ropes attached to heavy sand anchors, and will be rigged in ship shape, with one yard. The apparatus does not attach to the mast aloft, as was recently represented, but is at the base. The contractors say they will have the spars ready for shipment on Wednesday next.

The apparatus will be the first of its kind to be established in the United States, and will be open to the public use.

From a brief description of its workings, as given our reporter by Mr. Bradfield, it appears that the machine is on the general lines of the telegraphic outfit, but slightly more complicated, and works with the dot and dash click. It has a capacity of ten words per minute. The signals given travel in straight lines and are intercepted by the receivers on the masts, there being some noise as the contact occurs, and the signal bells in the operators' apartments are then rung. The instruments are all differently "toned," for various reasons. The one to be

120 144 No. established in Siasconset will be so "toned" that messages sent out from it can only be caught up by the receiver on the lightship, and no vessel equipped with the Marconi system can intercept messages between the two points. Yet the apparatus on the lightship will be so adjusted that any vessel equipped with the apparatus can signal her, and send to her any messages.

Mr. E. N. George, one of the operators, was here with the party and will return with another operator when they again come next week.

The reasons advanced for abandoning Sankaty for the land station are that a considerable expense could be avoided. The lightship from that point bears directly over Siasconset, two miles away, and that length of telephone construction would be saved. And it would also be necessary to erect a house for the operator, while at the selected site one is available. The difference in elevation amounts to naught, so long as the tip of the mast is sufficiently high to overcome the curvature of the earth's surface.

In reply to a query as to the effect of winds, thunder storms, fogs, etc., Mr. Bradfield said they counted for nothing as to the successful working of the instruments. Mr. Bradfield, who is Signor Marconi's chief assistant, will superintend the establishment of the plant.

Of the important advantages that the new system may work for Nantucket will be the establishment of a less interrupted communication with the continent, the present telegraphic facilities as to hours, being ridiculous; and it may, too, further the long distance telephone plan. And, too, the weather bureau will be interested in the success of the plant, and may be enabled to utilize it in reporting the approach of storms from a station on the lightship.

Mr. Antoine Perry, an expert rigger of New Bedford, was here Tuesday, and will superintend the erection and rigging of the mast.

Nantucket Magazine & Mirror

Wireless Telegraphy.

Aug 3, 1901

The wire to be used in the installation of the wireless telegraphy plant at 'Sconset arrived at New Bedford, Monday, enroute for Nantucket. There is 2500 feet of it, and it has been prepared by Antone Perry, of New Bedford, who will set up the big masts, with the assistance of five riggers.

Thursday's boats brought down Commander Kelley, Mr. Bradfield (Marconi's representative), two operators, one of whom will go to the South Shoals lightship, Mr. Perry, the rigger, and his assistants, and representatives from Johnson & Howland, the New Bedford spar makers, besides the cases of delicate instruments, three-quarters of a ton of batteries, heavy trucks, a forty-foot derrick, and the ropes and gear to be used in raising the immense spars. The latter will be towed here by steamer Petrel.

It is the desire of those in charge to have the plant in 'Sconset all completed by Sunday night, when they will go at once to the lightship and install one there. Many have asked us to state the exact location in Siasconset. All familiar with the village will know that on the right hand of the main road entering the village, on the summit of Bunker Hill, stands a yellowish-brown cottage on a small lot. Directly at the rear is the field owned by Samuel P. Pitman, and on this spot the mast will be raised, the little cottage before mentioned to be used for the accommodation of the operator.

RUSH ON WIRELESS TELEGRAPHY.

Siasconset and South Shoal Line May Be Working by Saturday.

[Special Dispatch to the Boston Herald.]

NANTUCKET, Aug. 1, 1901. Commodore J. B. Kelly, U. S. N.; Mr. W. W. Bradfield and two assistants arrived here today with the instruments and equipments for the wireless telegraphy station at Siasconset. Work will begin early tomorrow morning, and will be rushed. If possible, the plant will be in working order by Sunday, and Mr. Bradfield and an assistant will leave the next morning on one of the lighthouse steamers for the South Shoal lightship. It is expected the system will be in operation by Saturday of next week.

NOW AWAITS THE LUCANIA.

Wireless Telegraph System at Nantucket in Order.

**Messages Successfully Exchanged
Between Siasconset and South
Shoal Lightship—First Important
Test Will Be Made When the Lu-
cania Approaches.**

[Special Dispatch to the Boston Herald.]

NANTUCKET, Aug. 13, 1901. Communication by wireless telegraph has been established between this island and South Shoal lightship, and the system is working to the entire satisfaction of Commander J. D. J. Kelley, who has been in charge of the installation.

Numerous messages have been exchanged between Siasconset and the lightship, but nothing of importance will be transmitted until the liner Lucania approaches the vicinity of South shoals, which will probably be next Friday. Meanwhile the operators on the lightship and at Siasconset will perfect the adjustment of the instruments, and have everything in readiness for the transmission of news to and from the Lucania.

WIRELESS TELEGRAPHY.

Messages Received at Nantucket from Kaiser Wilhelm Inward Bound.

New York, Aug. 20.—The North German Lloyd steamship Kaiser Wilhelm der Grosse, from Bremen for New York, was spoken this morning by wireless telegram from Nantucket lightship. Capt. Aunaler wired that all on board were well, and that the passage had been good. This was the first message received. According to the Herald the following message, among others, was received:

"Kaiser Wilhelm der Grosse, Aug. 19.—To Parsons, Lenox, Mass.: Arrive 10 tomorrow. DANIEL."

At a quarter-past 1 the signals of the Kaiser Wilhelm were becoming unintelligible, and the character of the spark used proved that the limit of distinct transmission under the existing atmospheric conditions had been passed.

At Quarantine station it was learned on the arrival there of the Kaiser Wilhelm der Grosse, that, although communication was had off Nantucket with the lightship and a number of messages were sent from the steamer, those on board could not understand the lightship's signals, and were not aware that their dispatches had reached the mainland.



HOUSE AT SIASCONSET IN WHICH OPERATORS
LIVE. MAST FOR RECEIVING WIRELESS
TELEGRAPHIC MESSAGES IS TO THE RIGHT
OF THE BUILDING.

Successfully Accomplished.

The New York Herald's Wireless Telegraph System in Perfect Operation.

The Marconi System Between Nantucket and South Shoals Lightship Working Splendidly.

We left readers of THE INQUIRER AND MIRROR last week with a detailed statement of the installation of the New York Herald's Marconi system of wireless telegraphy at Siasconset, an idea of the working of the system, supplemented with the statement reprinted from that paper that the plant would be in operation at a very early day.

At that time we reported the agents of the Marconi Company as having departed for South Shoals lightship to set up the instruments and necessary gear on that vessel.

With what anxiety the result of their labors was awaited in the little cottage on Bunker Hill, in 'Sconset, which will be the dispatching and receiving station, none but those directly interested can know. And when the call bell commenced to jingle on Saturday afternoon, the tape was watched with the keenest interest, and the operators were alert to translate the dots and dashes into intelligent sentences. But the little tapper kept up a monotonous click, click, and told nothing that chief operator Mitchell and his men could render into good English. Little did that band of Morse key experts realize that there was nothing doing for their immediate benefit at the lightship, and that the tapper was only operating on its own hook through atmospheric conditions, and joking at their expense. But such was the fact.

And while the anxious little company watched and waited, Mr. Bradfield, Marconi's representative, was having troubles of his own out on the lightship. But resourceful and tactful, he surmounted them. His crew of riggers were seasick, and wished to go home, but he insisted that when the spar was set and rigged and his instruments in-

stalled in the chart-room set apart for the purpose, and everything in ship-shape order, then, and not till then, would the tug be called alongside and take them to their firesides. It had its effect; and when Sunday morning came, everything was sufficiently in order to clear away for land. Leaving his assistant, Mr. Lockyer, and two Herald operators on the ship, Mr. Bradfield and his men boarded the tug and bore away for Nantucket, reaching the bar late in the afternoon and landing soon after.

Our representative was one of the first to greet him, and ascertained that THE INQUIRER AND MIRROR's statement in its issue of the 3d inst., to the effect that communication would be set up from land, was correct. Mr. Bradfield had not adjusted his land instruments for receiving or sending messages. He had left instructions with those on the ship to "stand by" at 9 o'clock on Monday morning. At once the work of adjustment was taken up; and preparations made for opening up communication. All hands were keenly alive as the hour drew near. Then came the signal, clear and sharp, three dots and a dash, followed in quick succession in repetition. All eyes were on the tapper and tape, and trained ears listened at the receiver. What a picture were those faces, every nerve strained in anxious expectation. Hark! A change lights every face! "We've got her!" shouted the happy Bradfield, and his assistant, Mr. George, caught the signal at the same moment.

Signals were quickly exchanged, and the chief sent out a few instructions. Then at 10 o'clock came an interchange of congratulations. The first message came out of space and was handed

THE INQUIRER AND MIRROR.

Saturday
Nantucket Aug 17
1901.

Commander Kelley, the *Herald's* representative in charge of the work. Then Mr. Bradfield asked the ship: "How are you all? What's doing?" And the response was: "Convalescent, thanks. Foghorn going since last night." This was given the writer, and it will find a place in the archives of the Historical Association.

Can it be wondered at that the uninitiated looked in undisguised wonderment at the instrument representing the weary hours and years of scientific research, labor and experiment on the part of Signor Marconi, who has made it possible to communicate through space! Mystifying it certainly is. Real it certainly is. Wonderful it surely is.

How the faces beamed with satisfaction and pleasure. Commander Kelley wore an 18-karat smile; and Mr. Bradfield, and Mr. Mitchell, and Mr. George were none the less brilliant—in fact, it seemed to be contagious all down the line. And why not?

Carefully was the fact of success guarded. But good news travels fast, and on Tuesday it was noised about the village that there was something doing up at the wireless station. Naturally, queries came thick, for there had been intense interest manifested, which seemed to intensify as Rumor told her story. The officials were non-committal. The people wished to see, and every courtesy was extended visitors to the station, where the experts good-naturedly did their stunt of explanation for each successive batch of callers.

But there was yet work to do, and the interruptions were becoming serious, for the time when the Cunarder *Lucania* was due off the lightship was not many hours distant. It thus became necessary to close the station to visitors, and a modest sign at the gateway had its effect.

The reader may ask, what work was there to be done, for communication was established. True. And the explanation of the work—most important work—the writer will endeavor to make plain to readers, avoiding the technical terms. THE INQUIRER AND MIRROR in a previous article has referred to the "tuning" of the apparatus, whereby one station may be made

19.
safe from its messages being pilfered by other stations. Here, then, was the work Mr. Bradfield had before him. He had started his transmitter with the tuning system in use, but took away the Leyden jars and connected his aerial wire and ground to the poles of the huge coil, lengthening the spark, thus decreasing the energy of the electric waves sent out, but securing better results with the adjustment as it stood on the ship's apparatus. He was, in fact, employing the old system as his bench-mark, and must work from that for the desired results.

Given two stations with exactly similar conditions of apparatus, the matter of "tuning" would be a simple matter; but from shore to ship, where there is wide variation of equipment as to height, etc., the operation is a delicate one, requiring both time and patience, and it may be several weeks before it can be satisfactorily harnessed.

All this time chief operator Mitchell, under instructions from Commander Kelley, was laying his plans for correlating the story from the *Herald's* correspondent on the *Lucania* when she should "pick up" the lightship, and distributed his men for the prompt handling of messages to the *Herald*, and for sending to the *Lucania* the latest news bulletins. And, too, he was gathering and filing in their order private messages for parties on board, as well as official instructions.

The work of sending and receiving messages at the lightship occupied over three hours. As above stated, the first signal was caught at 6 o'clock, but it was about 7 o'clock when the exchange messages began. The messages from the lightship to the *Lucania* could be read distinctly at the 'Sconset station, but none of the words of congratulation and good cheer from the liner were known until at 12.10 this morning the signal for shore was caught up. It was 2.45 a. m. when good nights were exchanged—nearly nine hours having elapsed since the *Lucania* was first reported about 72 miles east of the lightship. This is accounted for by the fact of lack of proper adjustment of apparatus. But a large amount of congratulatory telegrams are said to have been received.

12 1 20
There was a subdued excitement all day on Friday, as the men at the instruments awaited for the signal of the *Lucania's* approach. Carefully guarded were the operators from outside prying eyes, and every detail was in readiness for the reception of news of the great liner's approach. Would she be on time? Was there any danger of failure? Could it be possible that fogs had delayed her? All these were momentous questions with the corps of *Herald* workers. It was stoutly maintained by the veteran Bradfield that no news of her coming would be had before the late afternoon or early evening, for he had voyaged on the big ship and had her running time figured to a close limit. Would he prove a true prophet? Let us see.

It was exactly 6 o'clock in the evening when the operating room door swung open and the operator announced the fact to Commander Kelley and THE INQUIRER AND MIRROR representative, who had been anxiously awaiting something to turn up, that the lightship had caught a signal from the *Lucania*. It was a grateful release from the suspense when it was ascertained that the *Lucania* had picked up the lightship and was in communication with her. The cheer ready to burst from every lip was subdued only by strong effort. But the victory was won. The long hours of anxious waiting were over. There was activity all about the little cottage on Bunker Hill. It was a supremely happy moment for Commander Kelley and for Mr. Bradfield, representing the employer and the contractor. No time could be wasted in congratulatory salutations, for there was important work at hand.

The only thing known at that hour was a simple dot on the tape of the lightship's receiver, betokening the approach of the expected *Lucania*. It was, however, sufficient for the people on shore to know the big passenger boat was within sixty or eighty miles of the lightship at that moment, and that only an hour or so would elapse before her signals would be wafted from mid-ocean into the *Herald's* office in Siasconset. The moments seemed hours, but the happy climax came at last. Click, click, click—c-l-i-c-k went the tapper in rapid repetition, and the message from 70 miles out in the Atlantic came drifting in from the South Shoals lightship, and was made into shape for immediate transmission to Nantucket by telephone, and thence cabled to Woods Hole, and from there wired to the *Herald* office.

NEW
If there are those who have had misgivings regarding the effect of fogs and winds upon the wireless system, surely the success achieved this week under the most trying of these conditions must certainly dispel their fears, for the messages have come in on both receiver and tape absolutely perfect, and the New York *Herald* and Signor Marconi have accomplished what they had promised, on which success THE INQUIRER AND MIRROR sincerely congratulates them and their able representatives on Nantucket.

NOTES.

A handsome sign in black and gilt will soon grace the front of the 'Sconset station.

Mr. Fund and Mr. Tierney will be the operators on duty in 'Sconset for a time, when the latter will exchange with one of the lightship's operators.

Mr. Bradfield will soon commence work of installing a set of apparatus on the relief lightship, that there may be no interruption of communication when the regular boat is hauled off for repairs.

Each station will be equipped with a duplicate set of apparatus, as a precautionary measure.

One of the features of this great enterprise, as laid out by the *Herald*, was that whenever the *Lucania* should be "picked up" by the lightship and the story of her voyage wired in by their correspondent, Mr. Snyder, on board, a special edition of the *Herald* or *Telegram* would be issued and sent on board the big liner at quarantine, that her passengers should be able to read the story of their voyage before they reached the Cunard pier at New York—a valuable souvenir of the first permanent Marconi system in the United States.

The first practical message came in to the 'Sconset station on Wednesday evening, when the German liner *Lahn*, bound west, signalled by the international code, asking to be reported. On Thursday a passing tramp steamer also requested to be reported.

It was a hard day for the Marconi experts, who were on duty about nineteen hours.

NANTUCKET LIGHTSHIP PICKS UP THE LUCANIA WHEN 72 MILES AWAY AND NEWS REACHES NEW YORK IN 30 MINUTES

WIRELESS SYSTEM TO TELL OF LINERS' APPROACH IS INAUGURATED

"All Well on Board" the First Message That Flashed
Through the Air to the Operator on
the Lightship.

INSTRUMENT BEGAN TO TICK AT SIX O'CLOCK

For Several Hours Messages Poured in a Steady Stream from
the Vessel—Passengers Are Given a Summary of the
World's Events Since They Left Europe.

Demonstrating in most emphatic fashion the value of the Herald's
wireless system of reporting incoming vessels, the Cunard line steamship
Lucania signalled the Nantucket Shoals lightship at six o'clock last
evening.

12 22
She was then seventy-two miles east of the island. Within thirty minutes the news that she was in wireless touch had reached the Herald office.

For several hours messages flew back and forth between liner and lightship. The passengers were given a summary of the events of the world since they left Europe.

"All's well on board," was the first word that came from the incoming liner, and this was followed by messages of congratulation and praise of the Herald's enterprise.

The Herald correspondent on the Lucania wired that he was getting out a little paper on board the ship to contain the latest news, which was sent from Nantucket.

MANY HOURS VIRTUALLY CUT FROM LONG OCEAN VOYAGE

Great Enthusiasm Roused Among the Lucania's Passengers Who Aid in Inaugurating the Herald's New Service.

[FROM THE HERALD'S SPECIAL CORRESPONDENT.]

Nantucket, Mass., Friday.—Communication by wireless telegraphy was established between the Nantucket lightship and the Lucania, the incoming steamship of the Cunard line, at six o'clock this evening, and thus in effect many hours were cut from the ocean voyage between Europe and America. Long before they sighted land the Lucania's passengers were acquainted with the world's news of the present week.

At the Siasconset wireless telegraph station the instruments between five and six o'clock this evening recorded the signals that were being sent out from the lightship, searching for the Lucania. Finally, at about six o'clock, it was demonstrated that the two vessels were in communication.

To make absolutely certain, their circuit was temporarily broken, to ask the lightship if the Lucania had been heard from. The answer came back that the big Cunarder had been reached. From that time until forty minutes after nine o'clock messages were sent in a stream from the Lucania.

There were occasional interruptions for adjustment, but in a general way it may be said that the conditions were favorable and that communication for nearly four hours was unbroken.

From the Nantucket lightship to the Lucania was sent a summary

23.

of the news events of the world that had happened since the steamship left the other side. It is not difficult to imagine the enthusiasm that this aroused among the passengers, who were fortunate enough to take part in the inauguration of this new service.

As the Lucania left the shores of Ireland Sunday morning they were kept in communication with the world ashore by this still mysterious agency of the air until Queenstown had dropped below the horizon. All were interested in that event, which was made complete when communication was taken up again this evening at a time when the Lucania had nearly two hundred miles of ocean to travel before reaching its pier in the North River.

Frequent tests, made from eight o'clock in the morning, showed that the instruments ashore and aboard the lightship were in good working order. Communication was maintained easily and regularly throughout the day, and long messages were exchanged.

Among these were the final instructions in regard to the order in which messages from the Lucania should be received and the messages to her be sent.

CAPTAIN M'KAY SENDS FIRST MESSAGE

Says "All Well on Board; with Good Weather Expect
To Be in New York Harbor Saturday."

HERALD'S OBSERVATION STATION,
NANTUCKET LIGHTSHIP, Friday.

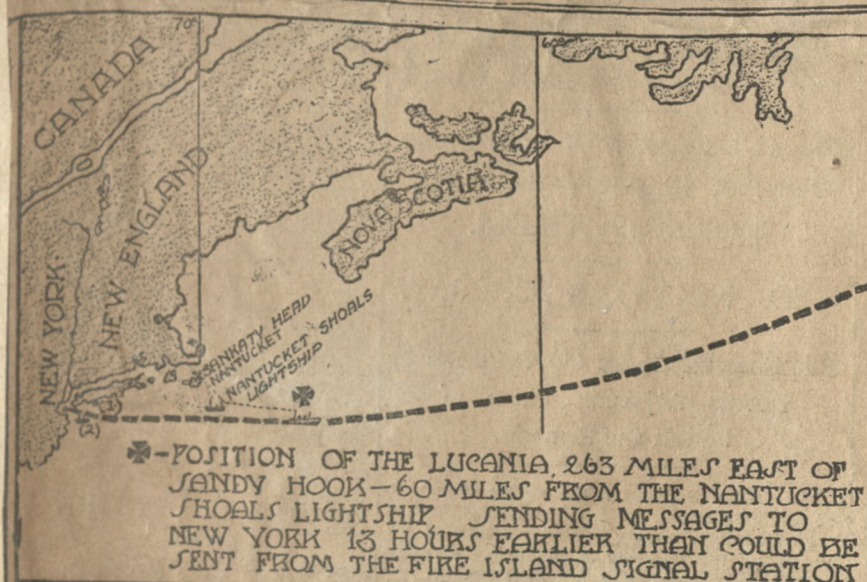
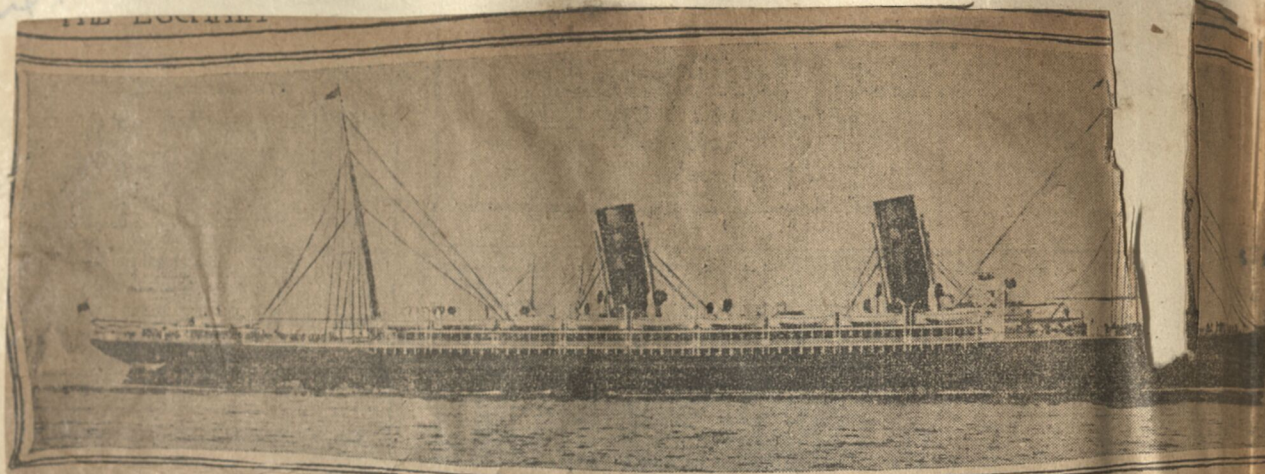
[By Marconi System of Wireless Telegraphy.]

The Cunard Line steamship Lucania (Captain McKay), seventy-two miles east of Nantucket, sends this message by Marconi wireless telegraph to the station in inauguration of the Herald's service for reporting incoming steamships and transporting messages to and from them:—

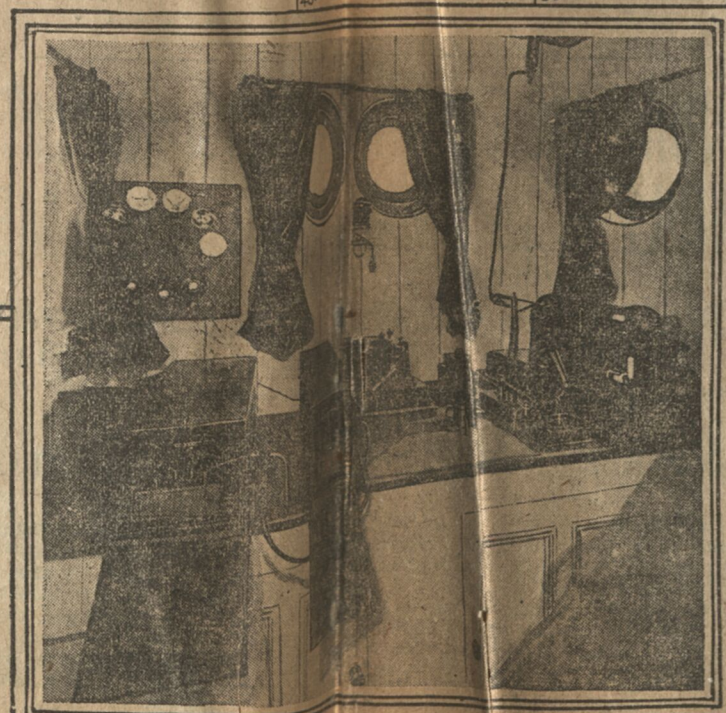
"ALL WELL ON BOARD. WE ARE 287 MILES FROM
SANDY HOOK, AND WITH CLEAR WEATHER EXPECT TO
REACH NEW YORK HARBOR SATURDAY. PLEASE IN-
FORM CUNARD AGENTS. MCKAY."

Vernon H. Brown, the agent of the Cunard Line, was out of town last night, and it was impossible to deliver the message to him. It was, however, telephoned to the Cunard pier, No. 51 North River, where the Lucania will likely dock some time to-day.

The man in charge thanked the HERALD for reporting the Lucania safe so long before tidings of her would have reached here in any other way. He expressed regret that it was impossible to acquaint Mr. Brown with Captain McKay's message.



- 1 FIRE ISLAND SIGNAL STATION
- 2 SANDY HOOK LIGHTSHIP



WIRELESS TELEGRAPH APPARATUS ON BOARD THE LUCANIA

MAP SHOWING COURSE OF THE "LUCANIA" FROM LIVERPOOL TO NEW YORK

BY COMMUNICATING WITH CROOKHAVEN ON THE SOUTHERN COAST OF IRELAND, WHEN 60 MILES AT SEA, 3 HOURS ARE GAINED ON THE EASTERN END OF ROUTE WITH THE TIME GAINED AT THE WESTERN END THIS SHORTENS THE PERIOD AT SEA WITHOUT COMMUNICATION WITH SHORE BY 16 HOURS



THE NANTUCKET SHOALS LIGHTSHIP.

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GREETINGS FLASHED TO THE HERALD

*Establishment of the Marconi Wireless Telegraph Station
Declared To Be of Inestimable Benefit
to Travellers.*

By Wireless Telegraph from a Passenger on the Lucania.

HERALD'S OBSERVATION STATION; ?
NANTUCKET LIGHTSHIP, Friday. 5

[By Marconi System of Wireless Telegraphy.]

Captain McKay sends greetings and hearty congratulations from the Lucania, at sea, to the New York Herald for its enterprise and liberality in inaugurating a new epoch in marine telegraphy.

It has conferred an immeasurable benefit upon Atlantic wayfarers and their waiting friends on shore, inasmuch as the anxiety for their friends at sea will henceforth be lessened by at least ten hours, by using the Marconi apparatus at the Herald station on Nantucket lightship.

Millions of dollars have been spent to shorten the Atlantic passage by an hour or more, but the Marconi system shortens the time of separation now by many hours. None can fully appreciate the wonderful advantages derivable from the use of wireless telegraphy.

It is not surprising to me that the Herald, with its well known enterprise and push, should be the first agency to afford to transatlantic travellers the use of Marconi's marvellous invention, considering its history of progressive deeds.

It is pleasant to have been able to thus call home and receive news in reply. I cannot too highly commend your progressive spirit. The Herald's judgment and enterprise in establishing the Marconi's wireless telegraphic station on Nantucket lightship, for reporting arrivals of ships, thus affording means to travellers of communicating with friends, marks the beginning of a new era in signalling.

HOW THE MESSAGES CAME TO SIASCONSET

Over the Sea from the Lightship Forty Miles Out
Leaped the Electric Pulsations to Their
Appropriate Haven.

[FROM THE HERALD'S SPECIAL CORRESPONDENT.]

NANTUCKET, Mass., Friday. — The HERALD shore station to which come the wireless messages from the lightship is located at Siasconset, a favorite summer resort, on the Island of Nantucket. On the highest part of the village, known as Bunker Hill, is erected a shapely mast, built in three sections, with its truck rising 165 feet in the air. At its upper end is a spar, known as a sprit or yard, which carries a vertical wire of the Marconi system, 180 feet above the ground. The instruments which complete the installation are located in a cottage 100 feet distant from the base of the mast, and between it and the sea an uninterrupted moorland stretches for a mile or more.

Forty sea miles away, bearing about south, the Nantucket lightship is moored as a safeguard to vessels crossing the dangerous shoals of this vexed area and as a point of departure and arrival for vessels crossing the Northern Atlantic or coasting along the western seaboard. On board this vessel a spar has been fitted to the original mast, and from the tip of this, 106 feet above the sea plane, a wire is suspended similar to that on shore.

Tossing about on the stormy water of the Atlantic, this light station has the distinction of being the furthest from shore of any yet placed by any government. On board it are quartered, in addition to the regular summer crew, the operator of the HERALD staff and an employe of the Marconi company.

Ashore the HERALD force occupies two stations, one at Siasconset, the other at the town of Nantucket. With them is Mr. W. W. Bradfield, a Marconi expert, and Mr. E. George, of the same company.

The work of installation was complete in all its details on Sunday, and since Monday forenoon communication between shore and sea has been constant and uninterrupted. The distance thus covered regularly and easily is nearly double that hitherto covered by aerial signals from lightship to land. The first message received here was naturally in relation to instrumental adjustment. From that time, under various conditions of weather—clear skies, rain, heavy wind, light mist and dense fog—this service has been maintained without a break.

A transatlantic liner signalled her name by the international code on Wednesday while abeam of the lightship, passing west, and was reported to the shore station. The next day a similar report was received of an overdue tramp steamer bound for New York.

Sea Stations Abroad.

Several similar experiments have been made abroad in connecting sea stations with the shore. Wireless telegraphic communication was established about Christmas, 1898, between the lightship on East Goodwin Sands and a station on the South Forelands, England. This was the first experiment of this character, and its tentative nature is apparent when it is known that the distance to be covered, twelve miles, was thought a problem beset by many difficulties.

In May, 1900, stations were established by the Marconi company off the mouth of the Ems River, Germany. Here communication was opened between the Borkum Highlands and the Borkum Ruff lightship, twenty-two sea miles away. This experiment must be regarded as pre-eminently successful, as the work is now carried on without interruption by the lighthouse men ashore and the lightship crew afloat.

The longest distance yet covered by aerial telegraphy is between the station at Crookhaven, Ireland, and Poldhu, Cornwall, a distance of 223 land miles. The first successful test of this "line" was made in June of this year.

This year has seen messages telegraphed for more than four months between Calvi, in Corsica, and Antibes, in southern France, a distance of 115 miles. This demonstration was undertaken by the Marconi company at the request of the French government, and was most successful.

Many of the great sea Powers are using wireless telegraphy. Great Britain has equipped a number of war ships with the Marconi apparatus, and these were employed with great effect in the manoeuvres of 1899. An apparatus devised by Captain Jackson, of the Royal Navy, was employed for a time in 1900, but later the Marconi system was reinstalled as the official type.

British naval officers assert that messages have been sent this year in the Mediterranean a distance of more than one hundred miles from ship to ship, but this distance is assumed and not established.

In France wireless telegraphy has been used for several years, the system being that of Lieutenant Tissot. In the Mediterranean fleet manoeuvres this year this Tissot system was employed, but it is reported that at one critical moment in the tactical evolutions the enemy's message was picked up and utilized by the defending fleet.

The Italian navy has successfully used the Marconi system for four years, and several stations on the littoral of the peninsula have been equipped.

In commercial shipping also the wireless system is making steady progress. Six transatlantic steamships have made use of it. The American liner St. Paul in 1899 carried a temporary installation and communicated with a station situated at the Needles, on the Isle of Wight. The estimated distance between ship and station was sixty sea miles.

The Lucania, the Deutschland, the Kaiser Wilhelm der Grosse, the Kaiserin Maria Teresa and the Lake Champlain also are fitted with the device, which, except in the case of the Teresa, is of the Marconi type. It is reported that other steamers plying in important trade waters are to be equipped. The notable success of the present trial with the

28.
Lucania must lead ship owners to make this installation a part of their regular outfit. It is often asked if fog, bad weather or the curvature of the earth interferes with the transmission or distinctness of the messages. No other trial than those carried out by the Nantucket station are needed to prove that fog and bad weather have not even the slightest effect. The effect of the earth's curvature is said to be not appreciable, and, leaving out mechanical faults, it seems fairly certain that the electrical conditions of the atmosphere are the only ones that create disturbances, and these are of a temporary character.

No one may venture to predict the future of wireless telegraphy. Double transmission by a single wire has been achieved—that is, two messages have at the same instant been sent and received between Nilton, in the Isle of Wight, and Sand Bank, near Poole, the southwest of England. This has been brought about by using different wave lengths for the two messages.

Experts are hopeful that the bridging of the Atlantic by wireless telegraphy will soon be possible. This will not demand any increase in the height of the pole, because the limit in that direction has been nearly reached, nor will the sensibility of the receiver be increased to any great extent. The secret probably lies in increasing the capacity of the aerial conductor and employing more electrical energy for transmission.

REMARKABLE STORY OF THE RAPID DEVELOPMENT OF THE MARCONI SYSTEM

How the Young Italian's Crude Idea
Has Developed in Five Years Into a
Commercial Need—
—Herald Foremost to Realize
Its Possibilities and Use It to
Report Yacht Races.

Among the passengers on a Channel steamer from France to England in July, 1896, was a young Italian, whose chief baggage was a great array of curious instruments, whose use no one could guess. The English customs authorities, inspecting them, decided off hand that they were anarchistic bombs and infernal machines and promptly had them destroyed.

The young man was Signor Guglielmo Marconi, then twenty-two years of age, whose inauspicious introduction to England might have daunted a superstitious or less persistent soul, and delayed the gift to the world of one of the most remarkable inventions of the remarkable nineteenth century.

But Signor Marconi quickly had new instruments made, and under the cordial patronage of English scientific and electrical experts began in London the first important and decisive experiments in the art of wireless telegraphy.

Signor Marconi said that he had discovered the wireless principle almost by accident while studying electrical phenomena. He found that by putting Hera's radiator to the earth, connecting it with a wire extended vertically in the air and repeating the process with a modified Bramley receiver, a current could be transmitted about one hundred yards without connecting the wires. Then he found that by simply increasing the length of the vertical wire the electrical waves were sent further, the distance increasing in geometrical ratio to the length of the wire. With the perfecting of his instruments he was able to add to the possible distance of communication, and finally, late in 1898, sent a message thirty-four miles from one point to another in England.

Even then, however, his results were given little attention outside of scientific circles. It was not until March, 1899, that he made a demonstration with his apparatus that awoke the world to a realization that electricity had found through this wizard of the South a new and almost limitless field. In that month the French government gave Signor Marconi official permission to attempt to send messages across the Channel from Folkestone to Cape Gris Nez. His instant and unqualified success may fairly be said to have impressed the whole civilized world.

Since that day Signor Marconi has concentrated his energies on increasing the scope of his invention and adapting it to practical use on sea and land, in peace and in war. Several of the great sea Powers have used the Marconi system with great success in naval manoeuvres, ships scores of miles apart being able to keep in constant touch. The distance of transmission has been steadily increased until in June of this year two English stations 223 miles apart were able to exchange messages.

The HERALD was foremost in employing this latest development of science. In the fall of 1899 Signor Marconi came to New York to report the America's Cup yacht races for the HERALD by means of his system.

A great triumph for both invention and newspaper was the result. Apparatus on the seagoing steamer Grande Duchesse, which was following the racers, transmitted messages about the contest from all along the course. These were taken up by a wireless station on Navesink Highlands, whence they were sent by the ordinary telegraph to the HERALD office. They furnished the only trustworthy information as to how the battle royal on the sea was going. In not a single instance was it necessary to repeat a message.

Signor Marconi not only made it possible for the public ashore to follow the manoeuvres of the Columbia and the Shamrock, but he kept those on the steamship out to sea well informed of the important events of the day in the world at large. From the HERALD building the bulletins were cabled to London and thence to Paris.

Fogs made no difference to Signor Marconi. When other newspaper boats were floundering in the mist and unable to get their messages ashore, the HERALD and Evening Telegram were steadily supplied with the news. Often only sixty seconds was required for the transmission of news from the sea to the HERALD office.

One morning, through four miles of fog, Commodore Morgan caused the news to be flashed that there would be no races that day. One hour later an afternoon paper in Park row got the same news.

The success of that day pointed the way, as it were, for the present most important enterprise of the HERALD, the securing by means of wireless apparatus on the Nantucket Shoals Lightship of news of incoming steamships half a day or more before they reach New York.

STEAMSHIP AGENTS EAGER TO EQUIP SHIPS

Waiting Only for Practical Demonstration
to Move for Wireless

Seen and Heard

LOUIS N. MEGARGEE, Publisher

Vol. I. Philadelphia, September 4, 1901 No. 35

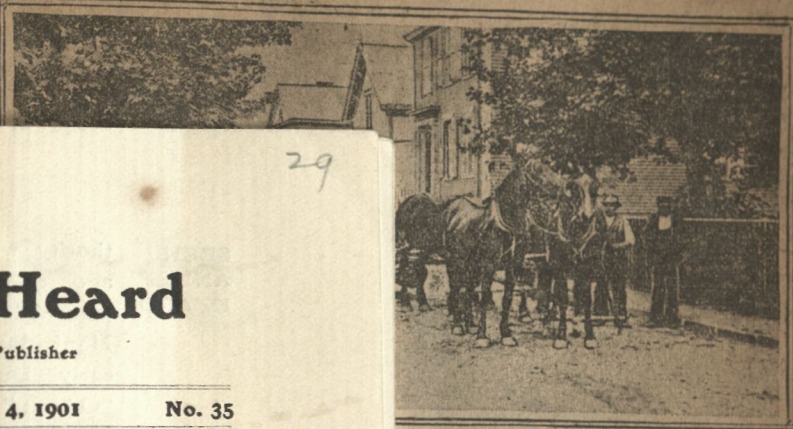
Subscription, \$2 per year.

Published Weekly at 801 Walnut St.

The pending contest as to the possession of the America Cup, the envied prize of yachtsmen the world over, naturally brings a query as to the building of the first American yacht, and by whom; for it was an American yacht that brought the coveted piece of silver from the shores of Albion to those of these United States.

The difficulty in answering that question arises from a necessary doubt as to its meaning; whether the querist contemplates a decked sailing boat or one of the large pleasure boats of the present day, which latter are not used merely for purposes of sport. Lieutenant J. D. Jerrold Kelley, U. S. N., whose work on American yachts is a recognized au-

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WIRELESS
CONJET



NANTUCKET
HEAD
LIGHTHOUSE

...every morning in the New York Herald and every afternoon in the Evening Telegram.

Persons having friends on board incoming steamers which are equipped with wireless telegraph instruments can communicate with them if they will prepay the telegraph tolls from New York to Nantucket. The Herald will not undertake, however, to forward messages of more than twenty-five words to any one person.

28.
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REMARKABLE STORY

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SEEN AND HEARD

thority, writing on the subject seventeen years ago, said that the first decked vessel ever launched in American waters was built upon Manhattan Island in the spring of 1614, by the early Dutch settlers. She was christened "Onrust," meaning thereby "The Restless," and was constructed from timber cut from the trees growing along the shore where the keel was laid. This is supposed to have been somewhere between the present Rector street and the Battery, of New York City. Lieutenant Kelley describes her as being "a yacht 44 feet in length and 11 feet 6 inches in beam—proportions characteristically Dutch, and still handed down in the most favorite type of small boat found in our waters; yes, and still believed in, for their white sails flash and flutter in hundreds upon the waters of the Hudson and of the Upper Bay; and their owners, stolid, obstinate descendants of these same sturdy burghers, inhabiting the wind-blown hills and hollows of Communipaw, Weehawken, Red Hook and of the shores washed by the Kills, swear there is nothing to equal the type built

6

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Waiting Only for Practical Demonstration to Move for Wireless

by their fathers a long two hundred years ago.

* * * * *

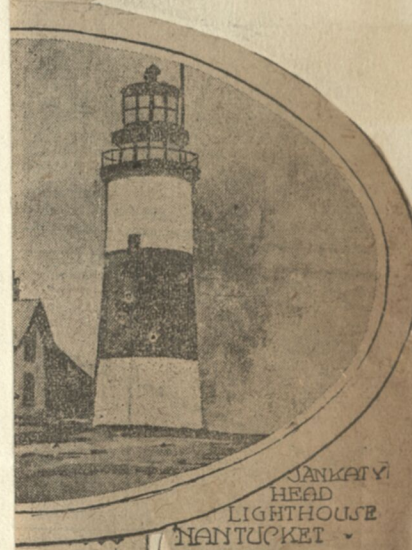
"This was the first American yacht," says Kelley, "though, save this one fact, we have no authentic history of the sport previous to the beginning of this century. In England yachting dates from 1604, when Henry, Prince of Wales, had a pleasure craft built by that master constructor, Phineas Pett, to whom the English navy owed so much of its success in the reign of the early Stuarts. The idea, so Pepys and Evelyn tell us, was taken from the Dutch, and in the diaries of both there are quaint and occasional references to the pastime. From these we gather that the sportive King Charles was well satisfied with the results of his first race, sailed in 1662, in the yacht Mary, a boat presented to him by the Dutch East India Company, for Pepys writes: 'By water to Woolwich. On my way saw the yacht lately built with the help of Commissioner Pett. Set out from Greenwich with the little Dutch began to try for the mastery, and before they got to Woolwich the Dutch beat them half a

7

**SEEN
AND
HEARD**



WIRELESS
CONJET



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REMARKABLE STORY

THE RAPID DEVELOPMENT

THE MARCONI SYSTEM

How the Young Italian's Craft

Has Developed in Five Years

Commercial Needs

Herald Foremost to Reveal

Its Possibilities and Uses

Report Yacht Race

Among the passengers on a Channel steamer from France to England in 1896 was a young Italian, whose chief interest was a great array of curious instruments whose use no one could guess. The customs authorities, inspecting the vessel, were off hand that they were anarchists, and the instruments and machines were promptly destroyed.

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SEEN
AND
HEARD

mile; and I hear this afternoon on coming home, it got before three miles, which all our people are glad of. The King,' he says, 'hath been to see the yacht which Commissioner Pett is building, which will be very pretty; and also that his brother at Woolwich is making.' And at a later date he enters in his book, 'Mr. Grant showed me letters of Sir William Petty in which he says that his vessel, which he built upon two keels—a model whereof has been built for the King—hath this day (July 31, 1663) won a wager of £50 in sailing between Dublin and Holyhead with the pacquette boat, the best boat the King hath there. * * *

'In their going back from Holyhead they started together, and the vessel came to Dublin by 5 at night, and the pacquette not before 8 o'clock the next morning; and when they came they did believe this vessel had been drowned, or at least left behind, not thinking she could have lived in that sea.' Strange stories are hinted of this famous craft, whereof the name we know not, but at last she was 'lost in a tempest which overwhelmed a great

8

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STEAMSHIP AGENTS EAGER TO EQUIP SHIPS

Waiting Only for Practical Demonstration to Move for Wireless

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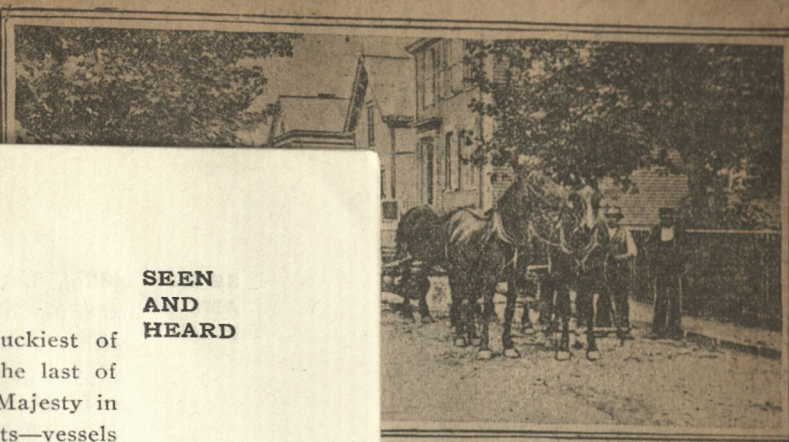
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"John Evelyn, most honest and luckiest of chroniclers, notes for us that on the last of October, 1661, he sailed 'with his Majesty in one of his yachts or pleasure boats—vessels not known among us until the Dutch East India Company presented that curious piece to the King—and being very excellent sailing vessels.'

"The first Corinthian match of which we have record was sailed about this time, the contest being between King Charles' 'new pleasure boat, built frigate-like,' and one of the yachts belonging to that scurvy sailor, the Duke of York, afterward, by the grace of nothing, King of England. The stakes of these royal gamblers were £100—not only a large bet even for those days, and scarcely a good Mississippi bluffing bet by flush gamblers struggling over the national heritage, poker, unvexed by base limit. The course was from Greenwich, where Nell Gwynne doubtless watched them, to Gravesend and back, and the King lost it

9

SEEN AND HEARD



WIRELESS
STATION SET



NANTUCKET
HEAD
LIGHTHOUSE

Station
Telegraph,

...in the New York Herald and every afternoon in the Evening Telegram.

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SEEN AND HEARD

going, 'but saved stakes returning, sometimes steering himself, his Majesty being aboard with divers noble persons and lords.' In 1662 Pepys again said, 'August 13th went to Lambeth, and there saw the little pleasure boats in building for the King, my Lord Brow-wicker, and the virtuosos of the town, according to new lines which Mr. Pett cries up mightily, but how it will prove we shall soon see.'

"From all this we learn that the Dutch doubtless originated the type, stealing it, if you please, as some claim, from the Venetians, but to Englishmen and Irishmen belong the honor of having first adopted this right royal amusement. Even at this early day the sport seems to have assumed some degree of importance, and to have become the subject of scientific investigations and improvement, for boats were constructed upon new models, new lines were suggested, types were discussed and various experiments were tried in order to secure the great desiderata of safety, speed and comfort. The large yachts of the period, built mainly

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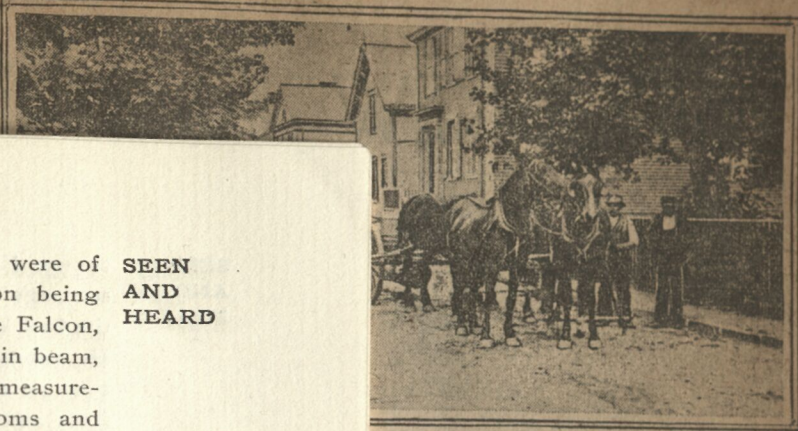
upon the plan of man-of-war brigs, were of heavy displacement, this construction being followed until we find yachts like the Falcon, which was 100 feet in length, 27 feet in beam, 13 feet in depth and of 434 tons in measurement. Man-of-war costumes, customs and discipline were followed closely, and in later days so strong was the force of old tradition that the Earl of Yarborough, who was the tarriest of tars, and the roaringest of royal squadron commodores, offered the Admiralty a gift of £1,000 if he could be accorded the privilege of tricing the blacklisters of his crew to the gratings and giving them a proper allowance of the cat."

* * * * *

While the Dutch boat Onrust will stand in history as the first American yacht, yet to show the strange anomaly arising from the title given such racing boats the title of the Father of American yachting is accredited to John C. Stevens by reason of the fact that in 1802 he built "a yacht or pleasure boat" entitled The Dive. He certainly stands pre-eminent among,

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SEEN
AND
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WIRELESS
STATION SET



NANTUCKET
HEAD
LIGHTHOUSE
NANTUCKET

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SEEN
AND
HEARD

to use Kelley's eulogy, not only "the most successful promoters of yacht designs, but the best-known yachtsman in the world."

He subsequently constructed yachts of larger tonnage than the one that originally gave him fame among those who raced upon the deep. Stevens, by the way, was the originator, with others, of the first American yacht club, then known as the New York Yacht Squadron. It had its inception on July 30, 1844. The charter members, besides Stevens, were Hamilton Wilks, William Edgar, John C. Jay, George L. Schuyler, Captain Rogers, Louis A. Depan, James M. Waterbury and George V. Rollins, each of them the owner of a schooner or sloop yacht. Stevens was justly made the first flag officer. It has been said of him that he belonged to a family of inventors and discoverers, for his father was confessedly the first to employ the screw in steam propulsion, and his brother the first to make use of compound engines—two factors which have had enormous influence upon the development of modern commerce. They were all yacht de-

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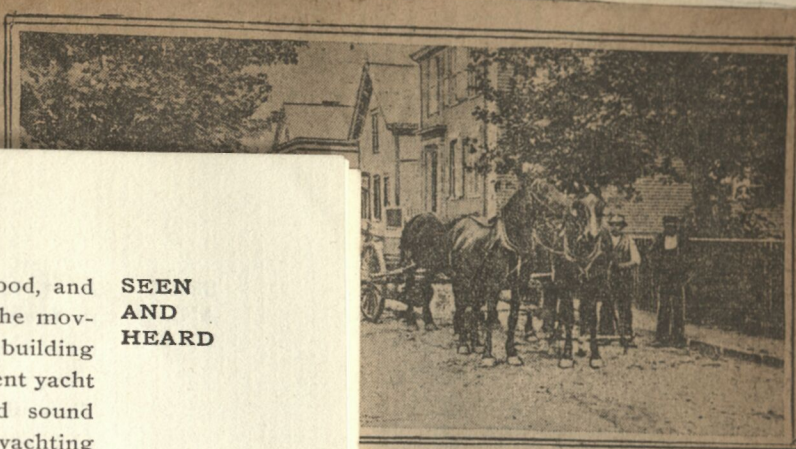
signers and yacht builders from boyhood, and those of the second generation were the moving spirits which gave impulse to the building of the famous America, and in subsequent yacht construction they embodied new and sound ideas which have brought American yachting to its present condition of pre-eminence.

* * * * *

It may come as a surprising announcement to many that, even should the yacht Shamrock II win or lose the contest for the America Cup, when she returns to her English waters it will be in a sort of piecemeal condition; that her racing mast will be placed upon another boat for shipment to England; that the strengthening braces which permitted her to cross the ocean safely to the shores of America will be returned to their places; that again necessary quarters will have been fitted up for captain and crew; that she will have as a convoy to see her safely over the billowy Atlantic waves a steam-yacht; that Sir Thomas Lipton will leave for his foreign home on an ocean greyhound.

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SEEN
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SEEN AND HEARD

In other words, the competing boats are not navigable and are intended only for sport. No matter what the outcome of their competition may be they prove nothing and do nothing. They add nothing to maritime knowledge; they give no benefit to maritime conditions.

There's a mockery in all this that the younger generation of the present day may not realize, and in the illustration thereof is contained the demonstration that for practical purposes the big sailing yachts of to-day have not improved upon those of years ago.

* * * * *

After the yacht America had lowered English pride on August 22, 1851, by winning the Royal Squadron cup, the discomfited Britishers, while reluctantly forced to admit their inferiority in speed and seamanship, at least at that time, claimed that their boats were at least safer and more comfortable on the open sea. This point long remained disputed. English yachtsmen did not appear to be anxious to bring back to their waters the Royal Squadron cup which the America had brought

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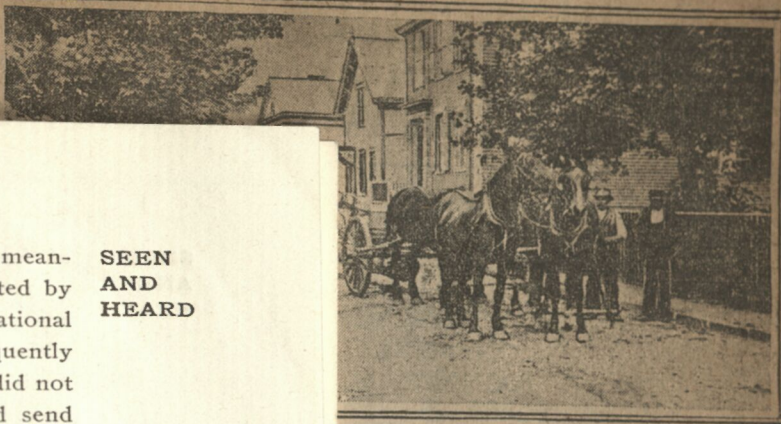
to this side of the ocean, and which meanwhile had been presented to and accepted by the New York Yacht Club as an international trophy. American yacht owners frequently made the joking threat that if England did not return the visit of 1851 America would send her an entire fleet to show her what Yankee boats could do and how available they were for ocean traveling. This was looked upon merely as Yankee brag and bluster, but in 1866 it assumed a decidedly practical form, when for an enormous stake the owners of the American yachts *Henrietta*, *Fleetwing* and *Vesta* matched their boats to race across the Atlantic. The manner in which the contest arose, as subsequently described at a reception in Cowes, as recorded by Lieutenant Kelley, was as follows:—

* * * * *

The match was made at a dinner, when a question arose amicably between the owners of the *Vesta* and the *Fleetwing* as to the comparative speed and endurance of their boats. A race was proposed. "Let it be outside," said one

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SEEN
AND
HEARD



WIRELESS
TRANSMISSION



NANTUCKET
HEAD
LIGHTHOUSE

PS.

Station
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SEEN AND HEARD

of them. "Agreed," replied the other. "What do you say—Sandy Hook to Cowes?" "Done," answered the first; "in December and—" Here both agreed that it should be for \$30,000 a side. These preliminaries settled, it then became simply a question of rules and dates. By mutual consent the Henrietta was allowed to enter, and after consultation an agreement was drawn up, by which the owners bound themselves to sail on the 11th of December, at 1 P. M., from Sandy Hook to the Needles, and for a prize of \$90,000. Square sails were allowed; the forty-eight hour rule was rescinded; no channel pilot could be taken from this side; nothing but ballast could be shifted, and the race was to end when the yachts were on the channel course for Cowes, with the west end of the Isle of Wight bearing abeam. The race was to start upon the date fixed, play or pay, blow high or low. The competing yachts were all well known in American waters for their speed and staunchness. None better, indeed, as the Henrietta and Fleetwing were fine examples of our keel type, and the Vesta was a

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famous representative of the centre-board class.

* * * * *

The Henrietta was built for James Gordon Bennett, in 1861, by Henry Steers, at Greenpoint, N. Y., after a design by William Tooker. In 1864 she was lengthened at City Island 15 feet 6 inches aft and 9 feet forward, and at the time of the race was 107 feet over all, 22 feet in beam and 11 feet 6 inches in draft of water. Her tonnage was 205.4 American and 230 English; that of the American having been 146.5 and 208, respectively. Her spars and sails had been altered for the match, and she was fit for a cruise anywhere, presenting a beautiful marine design in her hollow bow, easy, clear run, short counter, upright stern-post, tumble-home sides, low, long bulwarks and a rig which was sailor-like trim and taut-o from truck to keelson.

The Fleetwing was built, after his own designs, by Van Deuser, of New York, for George Os-good. She was launched in July, 1865, and was of the following dimensions: 106.6 feet over

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AND
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THE WIRELESS
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SEEN AND HEARD

all; 84 feet on the keel; 23.8 feet beam; 9.4 feet depth of hold, and 11.8 feet draft. Her bow was hollow for about seven feet of the load-line length, the counter was moderately long and graceful and the midship section was carried well aft; she measured 206.1 tons American and 248 tons English, and with sixty tons of iron ballast carried her usual racing spars. The Vesta was built by David Carrll, at City Island, in 1866, for Pierre Lorillard. She was of 201 tons American measurement, and of about 206 tons British, and was 105 feet in length over all, 25 feet beam, and had a draft of 7 feet 6 inches, which, with a 22-foot centre-board, could be increased to 15 feet. The greatest beam was carried for a good distance fore and aft, the bow was slightly hollow, the quarters were well rounded and her lower masts and upper spars, which had been reduced for the race, stood with but little rake. These technical tales may not be of interest to the general listener, but the enthusiastic yachtsmen would never forgive the narrator if they were not given.

* * * * *

The race across the ocean was a most exciting one, and aroused unbounded interest on both sides of the Atlantic wave. The match

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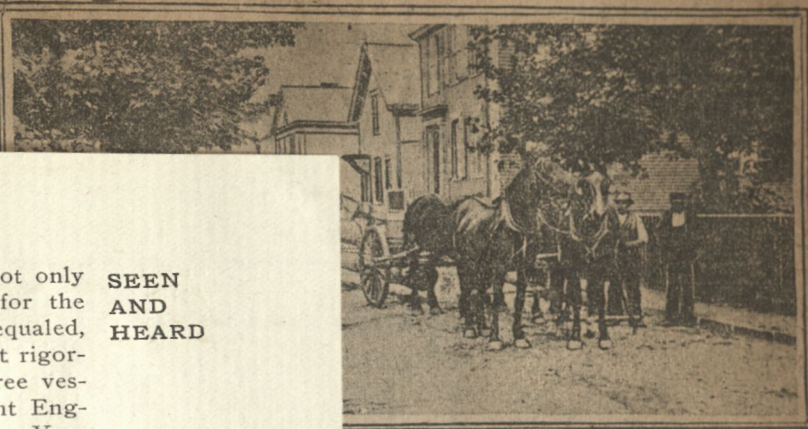
STEAMSHIP AGENTS EAGER TO EQUIP SHIPS

Waiting Only for Practical Demonstration to Move for Wireless

was not only a novel one, the stake not only unprecedented, the length of course for the class of vessels entered never before equaled, but the race was conducted at the most rigorous season of the year, and if the three vessels crossed the ocean without accident English sneers at the unseaworthiness of the Yankee craft would be forever silenced. There was no housing of racing masts. There was no steam yacht acting as convoy. There were no owners rushing to the other side on Atlantic liners. It was a yachting race as was a race, and to the credit of English hearts be it said that when the Henrietta, having learned from a Cowes pilot that she was the first one in, dropped her racing flag of blue and flashed aloft the private signal of her owner, the crowd that later saw it from the Cowes Parade gave her a hearty welcome. The time of the Henrietta was 13 days, 21 hours and 55 minutes; that of the Fleetwing, 14 days, 6 hours and 10 minutes; that of the Vesta, 14 days, 6 hours and 50 minutes. A mighty close contest, surely. The American yachtsmen were treated with such hospitality on the other side that Mr. Bennett offered the Henrietta as a gift to Prince Alfred, then looked upon as the representative English sailor, but the latter, in a very kindly

SEEN
AND
HEARD

19



THE WIRELESS
STATION SET



NANTUCKET
HEAD
LIGHTHOUSE

IPS.

ation Station

by wireless telegraph,

and printed every morning in the New York Herald and every afternoon in the Evening Telegram.

Persons having friends on board incoming steamers which are equipped with wireless telegraph instruments can communicate with them if they will prepay the telegraph tolls from New York to Nantucket. The Herald will not undertake, however, to forward messages of more than twenty-five words to any one person.

28.

Lucania must lead ship owners to make this installation a part of their regular outfit.

It is often asked if fog, bad weather or the curvature of the earth interferes with the transmission or distinctness of the messages. No other trial than those carried out by the Nantucket station are needed to prove that fog and bad weather have not even the slightest effect. The effect of the earth's curvature is said to be not appreciable, and, leaving out mechanical faults, it seems fairly certain that the electrical conditions of the atmosphere are the only ones that cause disturbances, and these are of a variable character.

No one may venture to predict the future of wireless telegraphy. Doubtless by a single wire has been sent and received between Nantucket and Wight, and Sand Bank, southwest of England. This has been accomplished by using different wave lengths for two messages.

Experts are hopeful that the Atlantic by wireless telegraphy will be possible. This will not decrease in the height of the pole limit in that direction has been reached, nor will the sensible range be increased to any great extent. The secret probably lies in increasing the efficiency of the aerial conductor and the amount of electrical energy for transmission.

REMARKABLE

THE RAPID DEVELOPMENT

THE MARCONI

How the Young Italian

Has Developed in Five Years
Commercial

Herald Foremost in

Its Possibilities and
Report Yacht

Among the passengers on a steamer from France to England was a young Italian, whose presence was a great array of curiosity to the customs authorities, inspectors, whose use no one could guess. They were off hand that they were all and infernal machines and promptly destroyed them.

The young man was Signor Guglielmo Marconi, then twenty-two years of age, whose inauspicious introduction to England might have daunted a superstitious or less persistent soul, and delayed the gift to the world of one of the most remarkable inventions of the remarkable nineteenth century.

But Signor Marconi quickly had new instruments made, and under the cordial patronage of English scientific and electrical experts began in London the first important and decisive experiments in the art of wireless telegraphy.

Signor Marconi said that he had discovered the wireless principle almost by accident while studying electrical phenomena. He found that by putting Hera's radiator to the earth, connecting it with a wire extended vertically in the air and repeating the process with a modified Bramley receiver, a current could be transmitted about one hundred yards without connecting the wires.

30

SEEN AND HEARD

letter, declined the gift on the ground that it was the duty of Englishmen to do their best to find a rival to a boat that could accomplish such a feat. That event was, in fact, the origin of the succeeding international contests for the American cup, which have brought English yachtsmen repeatedly to these shores in vain attempt to take back the trophy that the America carried from the chalk cliffs of Albion.

Often only sixty seconds was required for the transmission of news from the sea to the HERALD office.

One morning, through four miles of fog, Commodore Morgan caused the news to be flashed that there would be no races that day. One hour later an afternoon paper in Park row got the same news.

The success of that day pointed the way, as it were, for the present most important enterprise of the HERALD, the securing by means of wireless apparatus on the Nantucket Shoals Lightship of news of incoming steamships half a day or more before they reach New York.

STEAMSHIP AGENTS EAGER TO EQUIP SHIPS

Waiting Only for Practical Demonstration to Move for Wireless Apparatus.

Local agents of the transatlantic steamship lines expressed the greatest interest yesterday in the success of the HERALD's first experiment in securing news via the Nantucket Shoals Lightship from the inbound Lucania. It was evident that most of them are waiting only for this practical demonstration to move for the equipment of the vessels of their lines with the needed apparatus.

Gustav H. Schwab, of the North German Lloyd line, said that these ships were now equipped:—The Kaiser Wilhelm der Grosse, the Kaiserin Maria Theresia and the new Kronprinz Wilhelm, which sails on September 17 from Bremen on her first voyage. The remaining vessels of the fleet are to have wireless plants installed as soon as possible.

The Cunard line has the steamship Lucania fitted, but if the test proves successful, said an official, it is presumed that the other ships will at once be equipped.

Of the Hamburg-American line ships only the Deutschland is as yet supplied with wireless apparatus. Mr. Emil Boaz, the agent, will write at once to the home office in Hamburg and ascertain what the line intends to do further.

Clement R. Griscom, Jr., said that the American line was negotiating with the Marconi company, and expected to hear any day from the agents abroad.

While the Holland-America line has no ships equipped as yet, agents on the other side are in communication with the Marconi company on the subject.

Mr. Hitzel, of Hitzel, Feltmann & Co., agents for the Florio-Rubatin line to Genoa and Naples, wishes to have the steamers equipped, and will inform the home office at once.

M. Canchois, agent of the French line while M. Bocand is abroad, said he would write at once to the home office concerning the matter. No ships are yet equipped.

The Anchor line officials also intend to approach the managers abroad touching the equipment of their vessels with complete outfits.

The White Star line authorities in England have already begun negotiations with the Marconi company.



HAULING THE MAST TO THE WIRELESS TELEGRAPHY STATION AT NANTUCKET



NANTUCKET HEAD LIGHTHOUSE NANTUCKET

PUBLIC MAY WIRE TO SHIPS.

HEREAFTER regular reports from the Herald's Observation Station on the Nantucket Lightship will be received by wireless telegraph, and printed every morning in the New York Herald and every afternoon in the Evening Telegram.

Persons having friends on board incoming steamers which are equipped with wireless telegraph instruments can communicate with them if they will prepay the telegraph tolls from New York to Nantucket. The Herald will not undertake, however, to forward messages of more than twenty-five words to any one person.

SERVICE A SUCCESS.

Aug 21- 1901

Wireless Telegraphy Has

Another Good Test.

Boston Herald

Messages to and from the Nantucket Station

Sent and Received on Board the Kaiser Wilhelm.

[Special Dispatch to the Boston Herald.]

NEW YORK, Aug. 20, 1901. Messages between the Kaiser Wilhelm der Grosse of the North German Lloyd line, which arrived here today from Bremen, and the Herald's wireless telegraph station at Nantucket were exchanged with much success. The Kaiser Wilhelm der Grosse arrived at her pier in the North river at noon, after having accomplished a record western voyage. On board there were many prominent persons.

By far the most interesting incident of the voyage, many of the passengers said, was the sending of messages by wireless telegraphy to the Herald's station at Nantucket. Although it was raining at 10:20 o'clock Monday night, when the vessel first got into communication with the Nantucket lightship, the passengers stood out on deck until 1:15 o'clock this morning.

The steamer was 20 miles from Nantucket lightship when the operator announced that he was in communication with the lightship. The pulsations were at first very faint. The operator made out, however, the words: "Have you any news for The Herald?" The vibration of the vessel at times interfered with the sending and receiving of messages, but the system worked well.

As the steamer came nearer to the lightship the messages were remarkably distinct. At one time the vessel was within a mile of the light.

All the passengers would have liked to send messages, but owing to the limited time the captain could only permit a few to be forwarded. The Marconi instruments were placed in one of the small houses aft on the boat deck. The wire was led to the top of the towering mast, a few yards away. The instruments worked perfectly, and there was no short-circuiting. The passengers took turns at looking into the window of the deckhouse where the sparks were leaping across between brazen knobs. The display of electricity was interesting, aside from what it signified. The operator worked with great quickness and dexterity.

The first message sent, after the vessel had reported herself, was to Lenox, Mass. Another was sent to Philadelphia.

These messages were sent over the land wires to the office of the Herald, and soon found their way to those for whom they were intended. The passengers expressed astonishment at the manner in which the signalling was conducted. The Kaiser Wilhelm der Grosse was in communication with the lightship over more than 40 miles of her course.

Capt. Hogmann was proud of the quick passage the vessel had made. The ship had surpassed her best previous record for the westward passage by three minutes. Her new record is 5 days 17 hours 24 minutes. The distance travelled was 3050 miles. The average speed was 22.20 knots per hour.

JINGLES AND JESTS.

The Worried Skipper.

"I hates to think of dyin'," says the skipper to the mate:

"Starvation, shipwrecks, heart disease I loathes to contemplate.

I hates to think of vanities and all the crimes they lead to"—

Then says the mate,

With looks sedate,

"Ye doesn't reely need to."

It fills me breast with sorrer," says the skipper with a sigh.

"To conjer up the happy days what careless has slipped by.

I hates to contemplate the day it ups and left me Mary"—

Then says the mate,

"Why contemplate,

If it ain't necessary?"

"Suppose that this here vessel," says the skipper, with a groan.

"Should lose 'er bearin's, run away, and bump upon a stone:

Suppose she'd shliver and go down when save ouselves we couldn't"—

The mate replies,

"Oh, blow me eyes!

Suppose, ag'in, she shouldn't?"

"The chances is ag'in us," says the skipper in dismay.

"If fate don't kill us out and out, it gits us all some day.

So many perish of old age, the death-rate must be fearful"—

"Well," says the mate,

"At any rate

We might as well die cheerful."

"I read in them statistic books," the nervous skipper cries.

"That every minute by the clock some feller ups and dies.

I wonder what disease they gits that kills in such a hurry"—

The mate he winks

And says, "I thinks

They mostly dies of worry."

"Of certain things," the skipper sighs, "me conscience won't be rid,

And all the wicked things I done I sure should not have did.

The wrinkles on me inmost soul compel me oft to shiver"—

"Yer soul's rust rate,"

Observes the mate;

"The trouble's with yer liver." —Century.

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"Captain McKay's compliments to Commander Kelley, reports fine voyage, and thanks him for kind messages," the message ran.

Then the little group at the instrument laden table could hear the spectators on the South Shoal lightship sending the messages which had been transmitted to them earlier in day.

There was the report of the great race between Cresceus and The Abbot, the tidal wave which swept the coast of Louisiana, and two or three other bulletins of important news.

For three hours the messages flew to the "half-way house," 40 miles off the island.

While the operators here could hear the lightship sending messages, no answer could be heard, for the Lucania was too far off.

It was the programme for the lightship to take the messages from the Lucania and then relay them to the Siasconset station, from which they would again be relayed to the mainland by telephone to Nantucket and by cable from there.

The lightships could not relay anything until the messages ceased coming from the Cunard liner. So for three hours the Siasconset operators sat in silence before the instrument and waited.

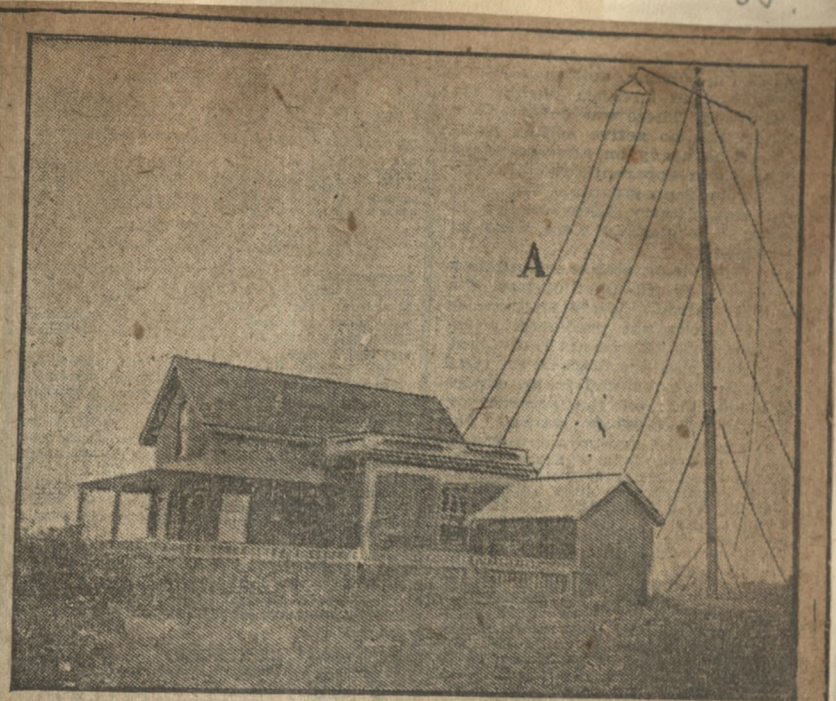
Ten o'clock, and the chief operator strightened up. His hand, nervously and somewhat impatiently, grasped the key handle. He "broke in" on the lightship and directed the operator to cut off the Lucania messages and begin sending those already received.

This break proved fortunate, because, it was explained, nearly every passenger aboard the Lucania was determined to send a word to friends ashore.

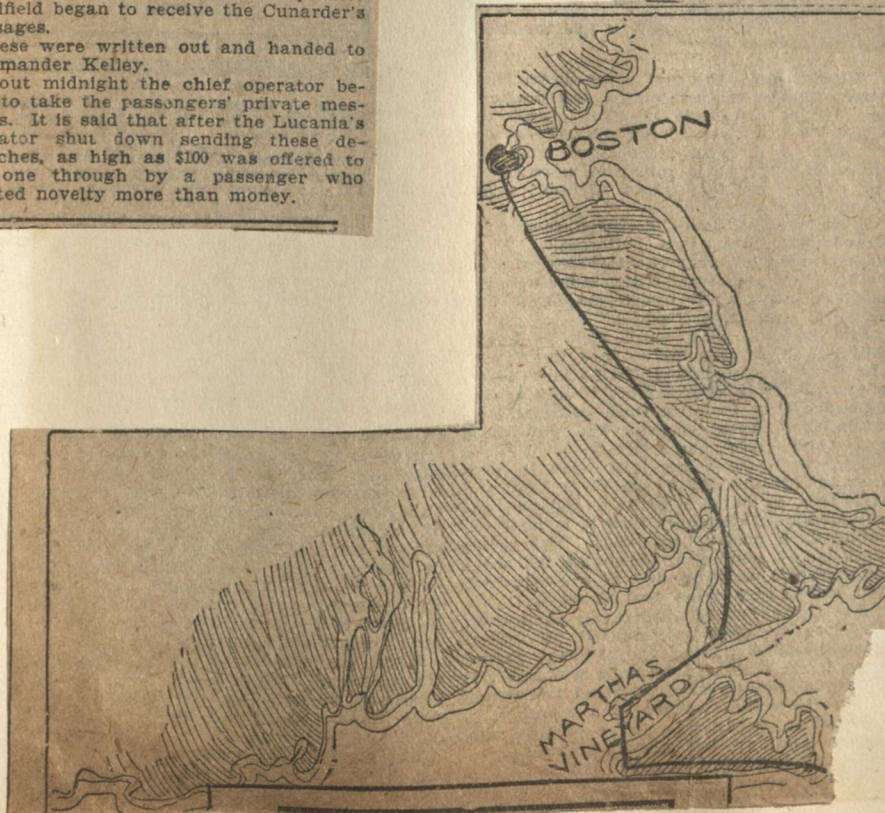
It was 10:30 p. m. when Chief Operator Bradfield began to receive the Cunarder's messages.

These were written out and handed to Commander Kelley.

About midnight the chief operator began to take the passengers' private messages. It is said that after the Lucania's operator shut down sending these despatches, as high as \$100 was offered to get one through by a passenger who wanted novelty more than money.



TELEGRAPH STATION,
SIASCONSET

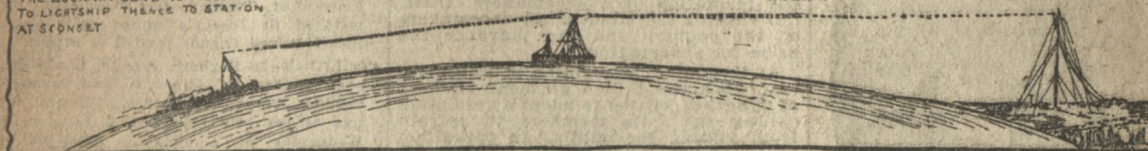
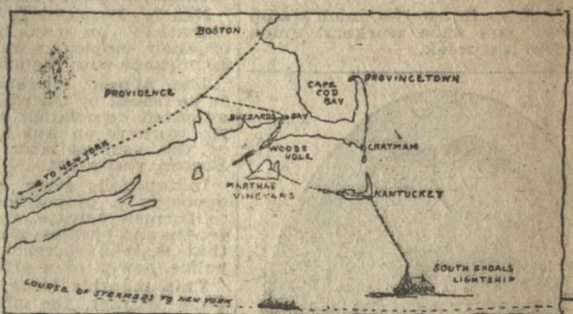


WIRELESS TELEGRAPHY INAUGURATES A NEW ERA.

Aug. 19, 1901
System in Operation at Nantucket Enables Messages to be Received From Vessels 50 Miles at Sea.



STATION AT SCONSET AND SANKATY LIGHT



WIRELESS TELEGRAPHY AT NANTUCKET.

NANTUCKET, Aug 18—To far-away Nantucket, once the chief whaling port of the world, a quaint and sleepy town, the home of many retired sea captains who pursued the whale in the Arctic seas, has been bestowed the honor of being the first place in the United States where the system of wireless telegraphy was put to a successful commercial test.

The messages received from the steamship Lucania on Friday night last as she passed in by the Nantucket south shoals lightship more than half a hundred miles at sea, was a practical demonstration that would seem to prove beyond question the success of sending messages without wires.

No pains or expense had been spared by those interested in the establishment of the stations here to make the working out of the idea a success from the very start, and that there was no serious interference with the transmission of messages to and from the lightship and from the Lucania to the floating beacon and thence ashore at Sconset was a source of much gratification to all concerned.

The inauguration of the wireless telegraph in this country will go down in the history of Nantucket and rank with the other events that occupy prominent places in the annals of the town. Nantucketers are naturally quite proud of the fact that their island town was chosen as the first station on this side of the Atlantic.

Sight for Old Mariners.

The stepping of the lofty spar on Bunker hill, Sconset, from the top of which the electricity is sent flying through space, was watched with unusual interest by old whalemens, who congregated about the place in large numbers and saw the mast sent aloft.

Wireless telegraphy to them was shrouded in mystery. The Nantucket South Shoals lightship they all knew and are likewise familiar with the location of every shoal and rip between Sankaty head and the station on which the ship rides at anchor, more than 40 miles southeast of the island.

Some of the residents were members of the crew of the old lightship when she was stationed inshore about 25 miles off the coast, and they talked interestingly of those days when they did not hear from the island for months at a time. Not a few were a bit skeptical as to the sending of messages without wires to and from the lightship even up to the time when the system was pronounced all ready for working. It required only a single message from the lightship to the shore, however, to convince the old mariners that after all these years life on the South shoals station had been robbed of its terrors—that of isolation.

The lightship station, the most desolate in the world, had for years been the home of some of the residents here, and they one and all say that the loneliness made life aboard the ship a wearisome existence. For years none but the old whalemens, those who had passed months of enforced idleness in the frozen seas of the Arctic, could be induced to man the ship. While it was a red close inshore these veterans

served every purpose, but when she was moved further away and the duties became more arduous younger men were required, and those of more advanced years were given shore liberty for all time.

Years on Lightship.

The Nantucket lightship is now commanded by Capt. Jorgensen, whose years of service for the U. S. government on lightships number more than any other person in such employment. He has had a wide and varied career in lighthouse work and is regarded as one of the most skilful of skippers and navigators.

The importance of the Nantucket lightship as a station from which shipping passing in and out to sea might be reported, and also as a weather bureau station, has for years been recognized, and repeated experiments have been made in years past with a view of connecting the lightship with the island by a submarine cable for these purposes. The tides run with such velocity out on the shoals where the ship is anchored, and the storms that sweep the Atlantic rage with such fury there that the experiments with cables signally failed and further attempts to bring about connection with the ship by these means were abandoned for a time.

In speaking of the matter of making the ship a wireless telegraph station Capt. Jorgensen, who was ashore last month, said that if the system worked it would prove to be one of the most important achievements of the century.

"For years we have passed the long winter months aboard the ship without any other means of hearing from the shore except when the lighthouse tender would come out to see if we were still holding on to our moorings," continued Capt. Jorgensen.

"Of course we long to hear from shore, but after years of life aboard the ship we rather get used to it and it really seems as strange for us to be on land as it would for those who are accustomed to life ashore to pass their days on the ship.

"With a means at hand whereby we can communicate ashore life aboard the ship will be robbed of the isolation and will be a most enjoyable existence for us all.

Value of Quick Notification.

"The maritime world perhaps best knows the great importance of our being able to communicate with the land. Anchored as we are directly in the path of all the ocean liners that ply between New York and European ports, and also the shipping that follows the gulf stream from the southern Atlantic ports to those of New England, our station has always been regarded as the most important along the entire Atlantic seaboard.

"Ocean liners passing out take their bearings from us, as do all the inward-bound steamers. We also are frequently called upon by some unfortunate captain who has lost his bearings, and have often rendered assistance to disabled ships and afforded succor to crews of wrecked vessels.

"What we have always lacked was an agency by which we could communicate with the shore, but it has come at last. To me such a thing seems like a dream. I have lived aboard the ship so many years, have been cut off from the whole world for such a long time that really it is hard to realize that at last we have been placed in touch with our families and friends ashore, even though many miles of sea separate us.

"About 43 nautical miles southeast of Nantucket is our station, and there we remain for months at a time without

seeing the land, and in years past without hearing from the shore, except perhaps once or twice during the season.

"We go aboard the ship in November and no one is allowed on land until the following April. Time during these long and weary winter months used to drag heavily, but from this out it will have no terrors for us, thanks to the wireless telegraphy.

Life Full of Hazard.

"I have been captain of this ship since it went into commission, and I have been the captain of four others on Nantucket shoals. The new ship was built only a few years ago. The boat is 126 feet long over all and 112 between perpendiculars, 20 feet 6 inches beam, and when loaded with supplies draws 12 feet 11 inches of water. She is wood below the waterline and iron above.

"We are anchored in 36 fathoms of water, and the big chain cable which is fastened to the mushroom anchor is of sufficient weight to hold the ship on the station in quite a severe gale, even though it should break from the anchor. Each link of the chain is two inches in diameter, weighs 25 pounds. Where the ship is anchored in such deep water we have nearly 500 feet of this chain cable hanging in the water between the ship's bow and the bottom. The mushroom anchor is of the same shape as an inverted saucer, and weighs about 7000 pounds, while the cable, instead of being fastened to a stem on the mushroom, such as is usually used on all similar anchors, is held by a big swivel ring bolt.

"Even with these fastenings, which would seem to be sufficient to withstand the most severe and continued pulling, tossing and straining of the ship, the cable has frequently parted, and last winter the ship broke away and drifted many miles from its station. On shipboard the cable is held by an automatic fastening, which allows the boat to spring when struck by a heavy sea, while the slack of the cable is arrested in a manner similar to the reaction of big guns on warships."

Electricity Instead of Oil.

A model boat is that on Nantucket shoals. At the masthead, instead of lamps with whale oil, which was used when the station was first established, electric lights of many hundred candle power illumine the sea for miles at night. The whole ship is thus supplied, while hot and cold water and the most approved sanitary arrangements have also been provided. Water for all purposes is obtained by a large condenser. There is a duplex engine that speeds a screw propeller at a rate which would enable the ship to travel at about an eight-knot clip, and to stand by or steam back to the station after breaking away, which is liable with all the precaution to be the case several times each winter. Beds with spring mattresses have taken the place of the old-fashioned berths, and the sideboards of the beds are built high to prevent the occupants from being pitched out when the vessel is on its beam ends.

Everything about the craft is securely fastened; the tables are riveted to the floor and only a few, very few movable articles of furniture are used. The stoves in the cooking galley are held in position by strong iron rods fastened to the floor, and the dishes and cooking utensils are held in curiously shaped racks from which it is quite impossible to dislodge them by a movement of the ship. The engine room, where the dynamo is located, is fully equipped with everything necessary for repairs or even manufacture of new parts of the intricate machinery.

Not Afraid of "13 Hoodoo."

"There are 13 all told in the crew, rather an unlucky number," jocosely remarked Capt Jorgensen, "but we don't believe in such superstitions away out on our station. It doesn't make any difference to us, we are so far from any surroundings except water. We all enjoy excellent health, and while the severity of the storms is felt out there in a manner which words cannot describe, we do escape the very cold weather that persons living on shore are obliged to endure.

"We don't have any such weather, and we don't want it. We are incased in ice on the forward part of the ship a good part of the winter, and the snowstorms are very heavy, very thick and very disagreeable on the shoals. In all kinds of thick weather we keep the steam fog whistle going at regular intervals, but even with this warning we are always fearful that some unfortunate craft will bear down past us and meet certain destruction on the shoals."

A few years ago the present ship was off her station for nearly a week before the fact was known ashore, and it would not then have been known had it not sailed into port at Woods Hole under her own steam. Often, Capt Jorgensen says, he has gone adrift and worked his way back without any one knowing about it for some time after. The station is too important to have a ship absent from it for a moment, and the old mariner always makes a great effort to return there as quickly as possible.

How Messages Are Sent.

The installation of the wireless telegraph instruments on the lightship took place about a week ago and since that time messages have been sent back and forth from Sconset and the floating beacon without the slightest interruption.

The spar attached to the mainmast of the lightship rises to a height of 106 feet above the level of the sea, while the mast on Bunker Hill in the village of Sconset reaches an altitude of 250 feet above the ocean. The essential features of the system used in the transmission of messages between the station at Sconset and the Nantucket south shoals ship are two poles on which are placed vertical wires and an ingenious mechanical device for making and recording aerial pulsations started by electric sparks.

There are two operators on board the lightship, and they will be relieved every month when the weather permits of it. The captain's cabin has been fitted up for their use and here also are the transmitting and receiving instruments.

Daily since the connection between the lightship and Sconset has been perfected reports have been sent out to the ship. The information dispatched consists of the most important news items of the world condensed.

It is expected that the government will establish a weather bureau station on the lightship and that reports of the climatic conditions away out on the shoals will be received daily all along the coast. As a weather bureau station it will prove of incalculable value to the whole maritime world. Situated away off the coast the approach of the storms that often strike these shores without the slightest warning may be noted by the observer on the ship and loss of life and property averted.

With such a bureau the chain of observation stations that the U.S. government has been perfecting during the past year along the Atlantic seaboard and in the West Indies will be about complete. The Lighthouse Department will no longer be kept in ignorance of the position of the ship during the

storms that rage with great violence during the winter season out on the shoals. Should it go adrift word would instantly be flashed ashore and either the regular craft or the relief boat be placed on the station without delay.

Long Way to Reach Land.

In speaking of the report of Capt McKay, who announced that no messages from the lightship could be understood at first on the Lucania, one of the operators here stated that the fault was owing to a lack of system rather than to the imperfect working of the instruments.

"The capacity of the instruments," said the operator, "is only 10 words a minute, and it can be seen that we must have a perfect system or else great delays are certain to take place."

The land lines are giving the operators lots of trouble. In transmitting the messages over them to the mainland they must first be telephoned from Sconset to this place over a government wire to Madakate, from there 17 miles by government cable to Tuckernuck to a cable box on Marthas Vineyard, thence to Gay head and across Vineyard sound to Pasque Island along Naushon by a land line, then across Little harbor by cable to the office at Woods Hole and via the main lines to Boston and New York.

The impatience of the telegraph operators who all day Friday waited for news from the lightship of the approach of the Lucania brought back to the memory of some of the residents the days of long ago when anxious hearts awaited the return of the fleet of ships from the whaling grounds of the Arctic to this their home port. There were no such means as at present to note the approach of the whaleships as they wended their way over the shoals or carried a bone in their teeth as they rounded Great point.

For days at a time on the house tops in the village here would be seen the wives, sweethearts and daughters of the rovers of the sea, peering with strained eyes over the blue waters of the shoals and the broad Atlantic beyond, hoping to sight the ships that would bring them joy and comfort and reunite them with their loved ones after long years of separation.

The sight of those vessels carried joy to the loved ones ashore in those early days as do the flashes that now fly off the lofty spar at Sconset in conveying the news of the world to the isolated crew and operators on the Nantucket south shoals lightship.

TO SAFEGUARD THE OPHIR.

British Admiralty to Instal Wireless Telegraphy at Cape Race.

ST JOHNS, N F, Aug 18—The British admiralty intends to instal the wireless telegraphy on cape Race, in order to communicate with the British royal yacht Ophir, bearing the duke and duchess of Cornwall and York, when she approaches the Newfoundland coast in October.

The idea is to prevent the possibility of an accident to the Ophir in waters where so many steamers have been wrecked during the present season.



Success of the Herald's Wireless Telegraph Station Off Nantucket.

The HERALD's wireless telegraph observation station on the Nantucket Lightship was inaugurated last night when the Cunard liner *Lucania*, bound for this port, came within signalling distance, and for hours, while moving on her way, hurtled through the darkened air the story of her voyage, and her passengers received in return the news of the world.

On Monday last the HERALD gave its readers a message from its correspondent on board the *Lucania*, which was transmitted sixty miles across the waves to the station at Crookhaven, on the southwest coast of Ireland. This morning, five days later, the HERALD prints despatches pulsated from the steamer, still at sea, as she passed the lightship off Nantucket. A whole day clipped off the transatlantic voyage!

Considering that it was the initiation of the new service the reception of the news and its transmission to this office was accomplished in a manner that demonstrates the success of the enterprise. When Shakespeare more than three centuries ago spoke of reports "like heaven's cherubim horsed upon the sightless couriers of the air" he was indulging in a mere poetic flight of fancy; to-day that fancy is an accomplished, practical fact.

The story told in our news columns this morning shows another of "the fairy tales of science" converted into everyday prose. Hereafter regular reports from the HERALD's observation station will be re-

ceived by wireless telegraph and printed daily in our columns and in those of the *Evening Telegram*. Persons having friends on board incoming steamers that are equipped with the wireless instruments may communicate with them by prepaying the telegraph tolls from this city to Nantucket.

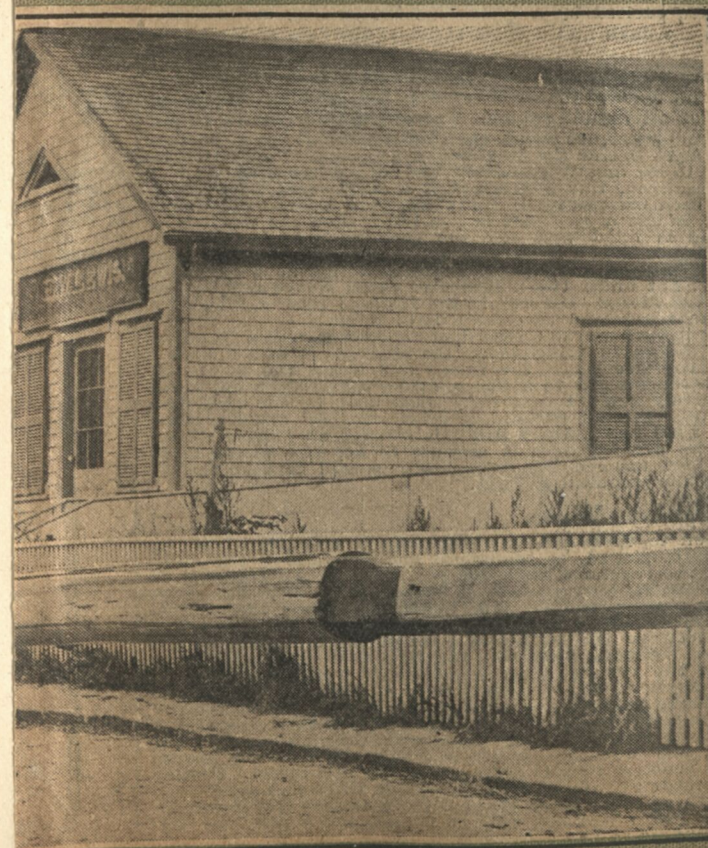
Universal interest is exhibited in the new enterprise, and our wireless messages from the *Lucania* this morning reflect the absolutely absorbing attention it excited among the passengers. As a step forward in the art of news gathering, as a means of abbreviating the tedium of a transatlantic voyage, as a saving of the time of business men having need of prompt communication between ship and shore, as an efficient appliance for the safeguarding of human life by warning and informing ships along shore in periods of storm and fog—in a hundred other ways known to-day, and in a thousand as yet undreamed of, the HERALD's new station amid the waves fifty miles from the Nantucket bluffs will prove a boon and a blessing.

INSTALLING THE NEW YORK HERALD'S WIRELESS TELEGRAPH PLANT

AT SIASCONSET



TRANSPORT-
ING THE MAST
TO THE
STATION

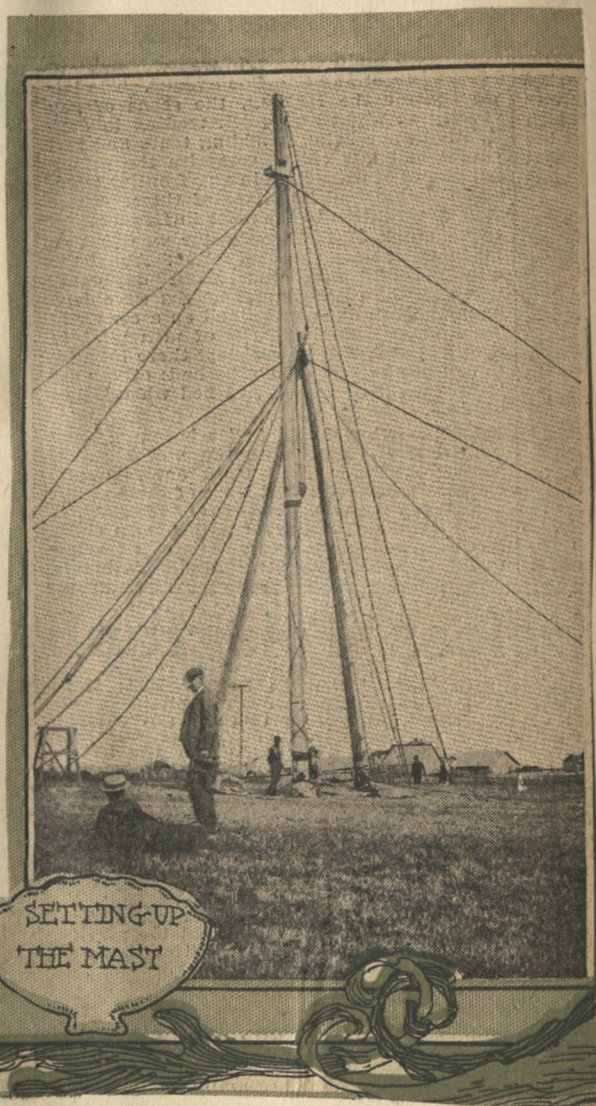
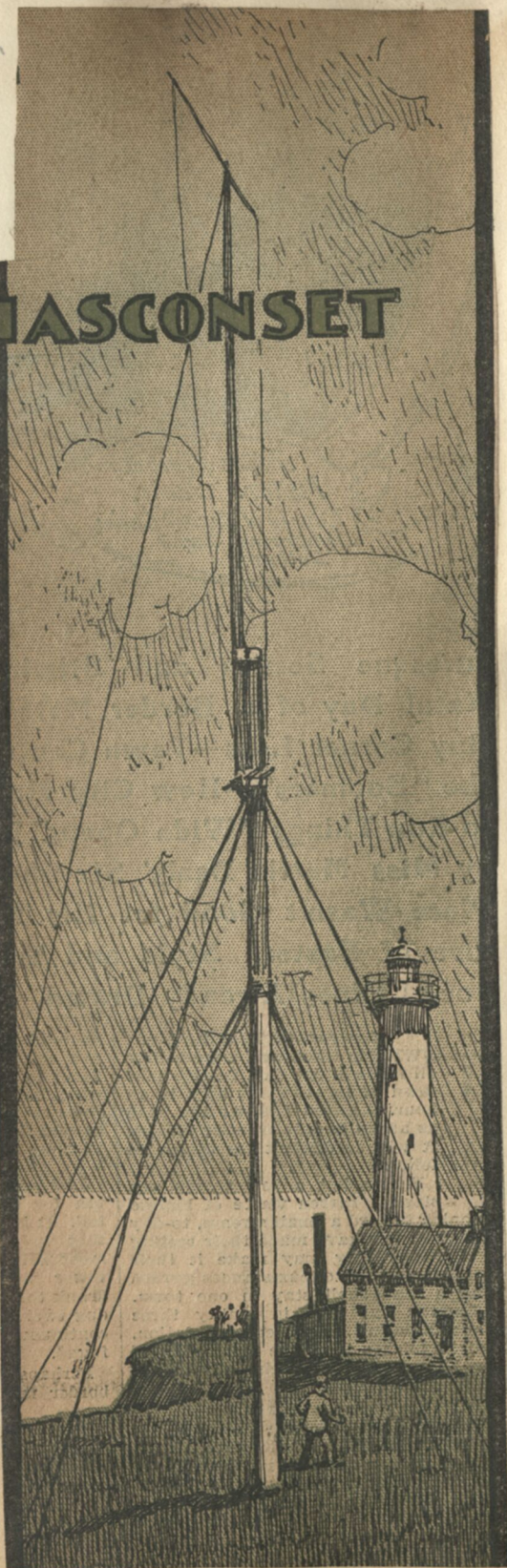


OPERATORS'
HEAD-QUARTERS

L.A. SHAFER

421

SIASCONSET



SETTING-UP
THE MAST





45

Practical Application of the Modern Miracle of the Wireless Telegraph Message--How the Isolation of the Transatlantic Voyager Has Been Shortened by a Whole Day.

The Herald's Nantucket station, just established for the reception of wireless telegraphic messages from incoming steamers, has been the talk of steamship men during the last week, and passengers on vessels approaching the coast have been much interested in the possibility of being able to communicate with their friends here while still out of sight of land. The following account of the installation of the plant and description of the method of sending and receiving telegraphic messages by the Marconi system are both timely and interesting.

BY J. D. JERROLD KELLEY, COMMANDER
U. S. NAVY.

FROM Bunker Hill, in the village of Siasconset, on the island of Nantucket, to the lightship, anchored off the South Shoals, the distance is forty-two sea miles, and the bearing is south one-eighth east by compass. Between these points a wireless telegraph message was first transmitted at ten o'clock on the morning of August 12. The message read:—

"Signals clear; am using plain aerial. Good luck."

It is always asked how these messages are sent, and the questions fired at hapless experimenters could not be answered on a long summer's day. For more deserving and clear cut and precise description a broadening literature exists, but for a rough and ready account the following may serve. Primarily the system consists of two poles carrying vertical wires, of certain electrical connections and of an ingenious device invented by Mr. Marconi.

The peak of the sprit that holds aloft the vertical wire by which the signal waves are absorbed or rejected at the shore station is 180 feet above the rounded curve of the hill, and is nearly 250 feet higher than the plane of the sea. The mast, blunt at its top, tapers smoothly into the seeming fineness of a coach whip. It gleams for long distances in the sunshine over the green and yellow of the moors, and indeed under certain lights lifts its truck distinctly to the outview from Nantucket town, eight miles away.

On board the lightship the wooden spar secured to the steel lower mast swings its sprit 106 feet above the sea level, or 43 feet beyond the gallery of the electric lanterns that shine steadfastly from this outermost sea mark of the world. Stayed and guyed and trussed tautly this topmast must be, for the light vessel is never at rest and sways day in and out to every breeze that blows and to every sea that riots.

The real marvel is the simplicity with which such messages are received and delivered, though there is savor of witchcraft in it after all. The preliminary work—the preparation of spars and gear, the transportation of men and material—is, it must be confessed, incessant and rigorous in its demands; but when once the insulation is completed the signals from sea to land and the news sent from passing vessels fitted with similar equipment are in no wise more difficult, though they are slower, than the routine telegraphing of the shore. Nor are the instruments employed complex in character or difficult to control. Each element, even the coherer, existed before, but it demands genius to co-ordinate them. By means of certain electric appliances an oscillating spark is made to charge and discharge many times in a moment the vertical loop of wire carried aloft on the halliards of the sprit or crossyard. This alternating current sets up a disturbance in the surrounding medium, and, like that caused by a stone cast into a smooth pond, sends off waves in all directions. One series of these waves in its eagerness to reach the earth seeks the nearest best conductor, which, in this mechanism, is a similar wire lifted within striking distance of the radii of effective

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undulation. To utilize these waves as signals, long and short pulsations are excited by a controlling key—a long series corresponding to the dash and a short series to the dots of the Morse code.

The theory of electrical wave transmissions is an old one, but to Mr. Marconi belongs the credit of their first practical utilization as creators of intelligible speech. The original current is, to put it in popular phrase, so weak that reinforcement must be furnished, and here enters the function of a "coherer" that enables the signals to be heard distinctly and to be recorded legibly. Generally described, this instrument is a small tube, from which the air has been exhausted; in its middle part, separated between silver posts, is left a gap that is not wider than the fraction of an inch and is filled with metallic particles, composed chiefly of nickel filings. When unexcited by electric currents the high resistance of this gap prevents the coherer acting as a conductor of electricity, but under the influence of aerial waves sent by the transmitter the filings "cohere" in the gap and form a bridge for the circuit to reach and to close a local relay.

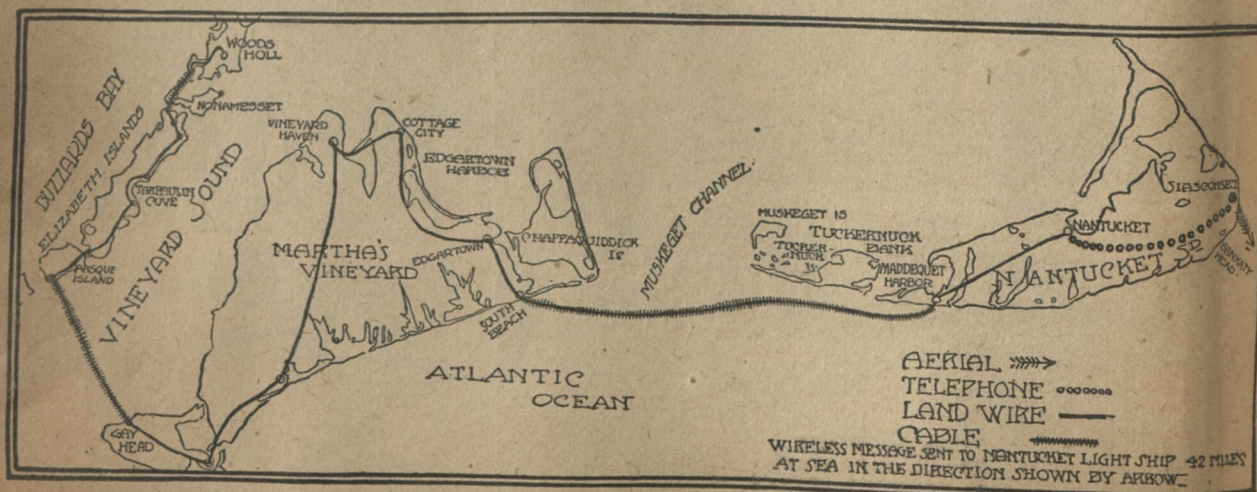
The relay in turn works a recording instrument, and a "tapper," based upon the same principle as the mechanism of an electric bell, serves to "decohere" the filings and break the bridge, so that the coherer returns to a non-sensitive condition, after it has been successively and intermittently acted upon by the oscillation of the excited ethereal billows. Lord Kelvin (Sir William Armstrong that was) has aptly called this coherer an "electric eye," because in its sensitiveness it appears to see the waves much as in the allied science the optic nerve is said to take up the vibration of the undulating light.

How the System Works.

In addition to these primary mechanisms a device known as a "jigger" is employed, to transform and to enhance the effect produced on the receiving wire and the coherer. All stations, on land or sea—the system consists of three special elements—shore station, ship station and passing vessel—have such instruments installed, together with supplementary devices that help to "fatten the spark" between the separated poles of the secondary circuit of the coils. Indeed, described broadly, most of the internal impulses are the results of such induced currents and of such control and applications of their powers as will form the aerial waves and make them serve as signals that may be recorded.

The fourth component of the general system is the transmission of the messages received to the mainland. Ordinarily this offers no difficulty, but here the conditions existing in outlying islands complicate a problem that is otherwise simple and direct. Usually the aerial records are ticked off on telegraph wires and distributed wherever such systems may reach; but in this seagirt territory mixed circuits of telephone, cable and land wires must be employed as adjuncts to the aerial circuit.

In Nantucket the point of origin is the telephone box of the Siasconset station; the point of arrival is the telegraph office at Wood's Holl, and that total distance is eighty-three miles. In the town of Nantucket the message is received over a seven mile



MAP SHOWING THE CONNECTION BETWEEN THE HERALD'S WIRELESS TELEGRAPH STATION, AT SIASCONSET, NANTUCKET, AND WOOD'S HOLL, ON THE MAINLAND.

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telephone wire beginning at the station on Bunker Hill; it is next sent six miles by a government land wire to Madaket, on the western end of the island, and from there a government cable, seventeen miles long, carries it south of Tuckermuck and of Muskeget Islands to a cable box at Katama, on the island of Martha's Vineyard. Here a private company takes up the message and forwards it by a land line through Edgartown, Cottage City, Vineyard Haven, Chilmark and Squibnocket to Gay Head, or in all another easy distance of thirty miles. Then it takes again to the sea and by means of a double metallic conducting cable nine miles in length it reaches Pasque Island, and thence goes as variant circumstances may require, by land or cable to Tarpaun Cove, in Naushon; to Penzance, at the heel of Cape Cod, and finally to the transfer office at Wood's Holl, on the mainland. This devious route is filled with some uncertainties, and because of the diverse interests involved the service is not lacking in vexations and sometimes in stupidities that eat into the bone.

Making the Big Spars.

The work of installation has been filled with many difficulties and has at times been made ungracious by the pure cussedness and the lack of intelligent appreciation shown by some of the agents that had to be employed. From the beginning public spirit seemed to be pleasurably aroused in its behalf, but when it came here and there to the individual who desired to have a finger in the particular pie, the theory of the greatest good to the greatest number was found to be centred in number one.

On the other hand, much interest and intelligence were shown by the workmen directly concerned with the tasks of building, transporting, erecting, rigging and equipping the components of the plant. The spars were built in New Bedford, and an assertion, based upon the dictum of the oldest seagoing inhabitant, was left unchallenged—though after the sea manner doubters were looked for—that the sticks are the largest ever shaped in that ancient whaling port.

For the shore station three masts were required; of these the Oregon pine mainmast is $77\frac{1}{2}$ feet in length and 18 inches in diameter and weighs unfitted with cap and rigging nearly three and a half tons; the topmast, a clean, clear stick of white pine, is 68 feet long and $11\frac{1}{2}$ inches thick, and weighs three-quarters of a ton, and the to'gallant and royal mast, made in a single spar, is 45 feet high and 8 inches thick and weighs 700 pounds. Like all other good American masts, the royal masthead has a pole and carries a lignum vitae truck, from which the ensign flies $166\frac{1}{2}$ feet above the ground. The apparent loss of twenty-four feet in total length of timbers must be credited to the heel embedded in the mast hole and to the doublings of the topmast and to'gallant mast.

Shipping the Spars.

It required nearly nine days to give these masts and the lightship topmasts a fair, sailorlike shape and to get the shore set overboard, for, despite a reasonable hope, the steamboat company that plies between the mainland and the islands refused because of the bulk of the lower mast to carry the outfit. So a quaint little steamer, half wrecker and half fisher, was chartered in Nantucket, and, after an unwarranted delay of twenty-four hours, towed the spars through the crooked though generally sheltered seventy miles of water that lie between New Bedford and the shallow harbor of Nantucket.

In the meantime the topmast, sprit and spare topmast for the lightship, with their supporting gear, turn buckles and eye bolts, and all the mechanical appliances, batteries and working instruments had been sent to Wood's Holl. Here, through the courtesy of Commander A. P. Nazro, U.S.N., lighthouse inspector of the Second district, these were taken on board the tender Mayflower, and simultaneously with the arrival of the land installation and working appliances at Siasconset, were received on the lightship at South Shoals—as seafaring men persist in calling the shallow water sea mark officially known as Nantucket Shoals Lightship.

Sankaty Head Light, a flashing lantern erected on a high bluff two and a half miles north of Siasconset, had first been selected for the shore station. Indeed, a location had been roughly staked off on the government reservation, but subsequent examination of the chart showed that the aerial messages seeking the nearest wire would have to cross nearly four miles of unnecessary land and that numerous telephone circuits were so placed that possible interferences might under certain conditions be set up.

Setting Up the Mast.

A further search was instituted and a site subsequently chosen that is said to be nearly ideal. Here, when speedy and harmonious negotiations had been closed, a plot of ground for the pole and a cottage for the instruments and for the living quarters of the operators were secured. All this survey and selection had been made on the first visit to the island, and when the decision was reached the mast hole and the anchorages for the multiplied guys or stays were marked off, and laborers were put to work

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digging the deep pits needed for the masts and the anchors and for the extended trenches required by the 'earths' of the system.

Once upon the ground, the riggers, in charge of a skilful boss, made a deft job of getting the sheer legs in place and guyed. Owing to the narrowness of the streets and of the wharves in Nantucket and the character of one section of the main road—or the "State road," as the islanders have it—the spars had to be sent out on the timber wheels carried from the mainland. The drag was heavy and hard and exercised to a marked degree the skill and energy of the transporting agent. But all went cheerily and briskly, and in the end—forty-eight hours after the spars were landed on the hill—they were in place and stayed, and twenty-four hours later the Siasconset station was ready for the duties expected.

A distinct and heart warming sympathy was shown by the natives of Siasconset. From a critical and sentimental point of view venerable and skilled retired master mariners aided with advice and grew warm when differences arose on occult questions of seamanship. Every ancient whaler that honored the occasion by his presence and encouraged the situation by his tact and fancy had his own theory of the only method of the sole shipshape and Bristol fashion by which the stout mainmast, the lithe topmast, the sturdy to'gallant mast and the skyseeking royal pole should be handled and fitted. Many and recondite were the briny discussions over the gear and equipment, and widespread and convincing and hoary and emphatic were the traditions, the examples, the principles and precedents arrayed to show "just how, and only just how," the hooking on and swaying up and securing and plumbing of the spars should be done.

Raising the Flag.

Summer visitors fortunately did not display any keen or nipping eagerness to be present, though a few gathered early, and stood by valorously till the last pull of purchase and gantline had been given and the turn up ends had been nipped and the throats seized off in assuring sailor fashion. Finally the flag was made ready, and the pleasing duty of bending the signal halliards and running the ensign to the truck was intrusted to Miss Margaret Gilbert Fawcett, the charming little daughter of Mr. and Mrs. George Fawcett, of Baltimore and New York.

No time was lost in shipping the working party, now somewhat reduced in number, to Nantucket, and, it was hoped, to the lightship. The tug Juno, chartered in Boston, had arrived off the harbor with mathematical precision at the hour when the Siasconset task had been completed and the workers had returned to town. But its master was filled with denials. In the beginning he refused to cross the bar, on the plea of deficient water; and at last, when the party went out to the Juno, he declined to go to the lightship because the weather was too boisterous. When the soundness of this plea was questioned and the new and sufficient but unexpected reason was advanced that the tug did not have coal enough for the work and for the detention that might occur, at a season when time was so precious, this seemed to be fooling, with a vengeance, so the Juno was despatched to Martha's Vineyard for fuel. This delay proved to be a fortunate mishap after all, for when she reached there her agents luckily had a larger tug, the Mercury, ready for the duty demanded. The next morning the Mercury anchored outside Nantucket bar and the party was sent out to her in a catboat that was sailed by a skipper whose record as a life saver is heart warming, but whose one great achievement, graphic, picturesque and ennobling as it is, may not be told here.

The First Message.

Beneath clearing skies, with a slackening breeze and a favoring tide, the Mercury lifted her anchor about nine in the morning and stood round the island for the lightship, under orders to put the passengers on board and to keep within hail for instructions from Mr. Bradfield, the representative of the Marconi Company. The new party included four riggers, a shipsmith, two HERALD telegraph operators and Mr. Charles Lockyer, of the Wireless Telegraph Company. The telegraph men and this expert are to remain on board when the installation is finished and until the buoy tender goes out, about September 1. Work went forward quickly and surely on the lightship, but the hours lagged ashore. Indeed, they were not without a definite anxiety, because so much in delays might happen. But at last doubts were dispelled and vexed questions answered by a sudden spirited cracking of sparks in the instrument room at Siasconset, and by a staccato and ceaseless tap, tap, tap on the decoherer, relay and recording instrument. It was a bustling and a cheerful hour.

Communication had been established.

WILLARDS BAY
ELIZABETH I.
PROQU
ISLAND

MAP SHO
STATIC

NEW YORK HERALD, SUNDAY, AUGUST 18, 1901

WIRELESS TELEGRAPHY'S

SUCCESS

A STEP IN WORLD'S PROGRESS

On board Cunard Line s.s. LUCANIA Long. Lat.
via Wireless Telegraph to the NEW YORK HERALD'S Station on
Nantucket Light Ship.

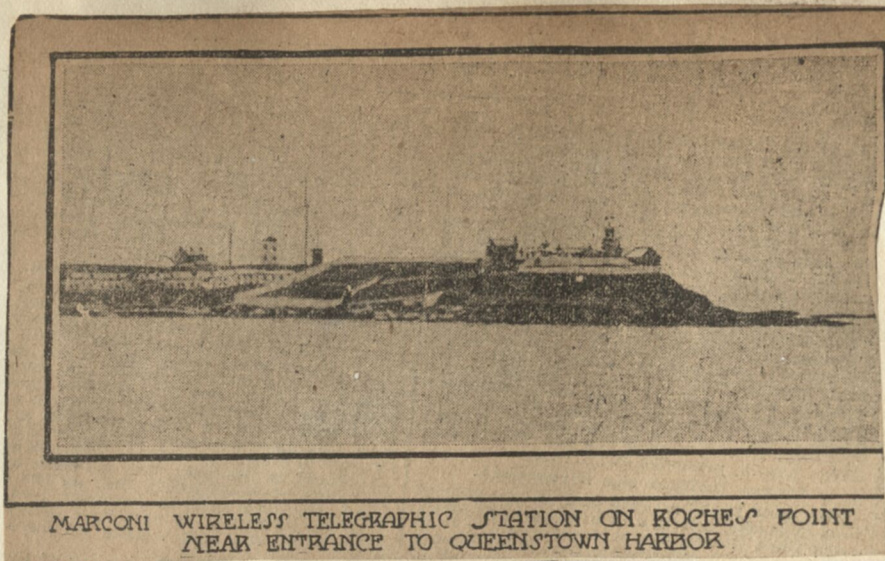
| | | | | |
|--------|------------------------|-------------------|----------------------|--|
| AUGUST | 15 - | | | |
| | Clark Howell | Sailor | Atlanta Constitution | |
| | Homeward bound | passage rough | | |
| | through far from land. | message sent | | |
| | thanks | Herald Enterprise | | |
| | JBD | Carroll Payne | | |

FAC-SIMILE OF WIRELESS TELEGRAPH MESSAGE SENT FROM
THE "LUCANIA" VIA NANTUCKET SHOALS LIGHTSHIP
AND MARCONI.

OFFICERS OF LUCANIA, PLACE FROM WHICH WIRELESS MESSAGES
WERE SENT AND ONE OF FIRST OF THEM FORWARDED.

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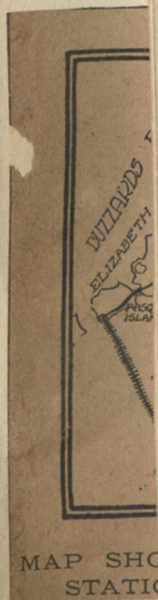
MARCONI WIRELESS TELEGRAPHIC STATION ON ROCHE'S POINT
NEAR ENTRANCE TO QUEENSTOWN HARBOR

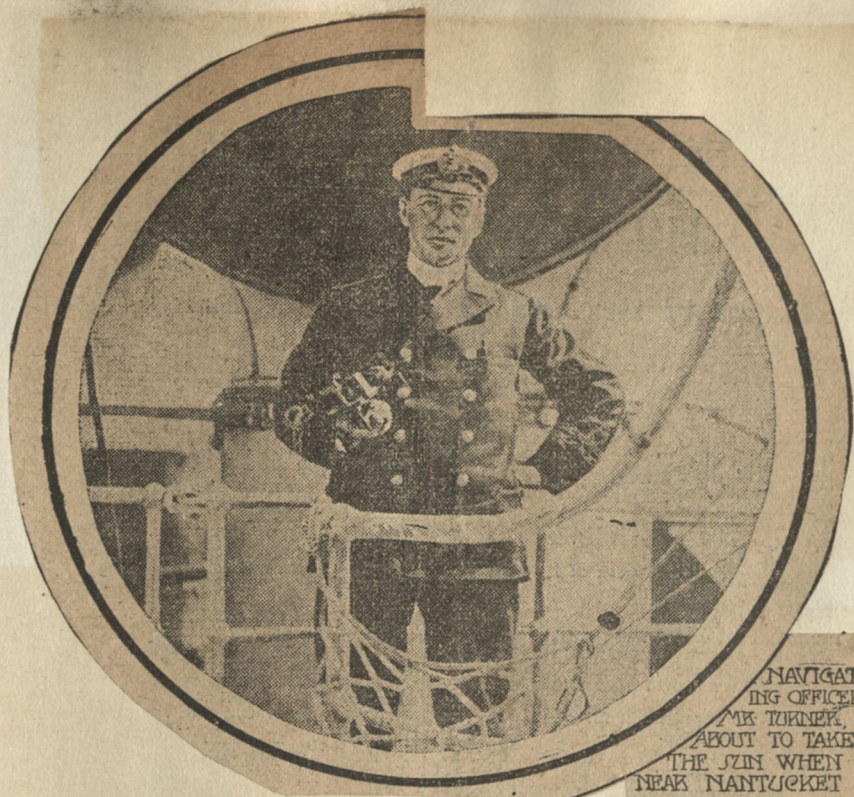


CAPT HORATIO MCKAY
OF THE "LUCANIA"

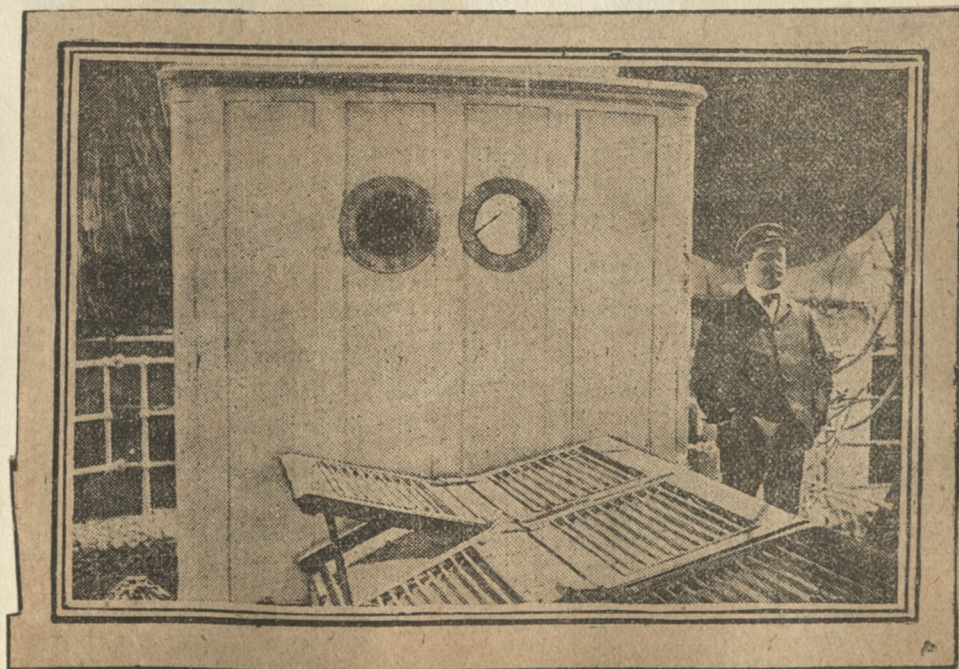


MR HEPWORTH, THE
MARCONI OPERATOR





NAVIGAT-
ING OFFICER
MR TURNER,
ABOUT TO TAKE
THE SHIP WHEN
NEAR NANTUCKET



DECK HOUSE ON THE "LUCANIA" CONTAINING THE WIRELESS
TELEGRAPHIC APPARATUS.

WIRELESS TELEGRAPHY

WHICH CUTS TRANSATLANTIC VOYAGE A DAY

HAILED AS WONDERFUL

Like Columbus Looking for Signs of Land, Marconi
Operators on the Lucania, Exploring Upper Air,
Searched for Signals from Nantucket Lightship.

SUCCESS IS PROVED BEYOND PERADVENTURE

Despite Electrical Disturbances Which Interrupted Communication, Messages from Passengers Were Delivered at Distant Points Before Steamship Reached Quarantine.

AMERICA has been rediscovered. Exploration was made through the unknown fields of the upper air by means of the Marconi system of wireless telegraphy. Like the great discoverer Columbus, who when he believed his vessels were approaching land set a lookout to watch for signs in the sea, Signor Marconi's representative on the Lucania, the transatlantic flier of the Cunard line, searched for the magnetic signals that he expected to find in the atmosphere as the vessel approached American shores. The watch was successful, and while the steamship was two hundred and eighty-seven miles to the eastward of this port communication was entered into with the shore by means of that system of telegraphy found and perfected by the great Italian inventor.

For various reasons the work attempted between shore and ship was not as successful, perhaps, as had been hoped for—certainly not as successful as it will be later on. Electrical disturbances occurred to interrupt communication, and the result was that messages going both ways were delayed, but sufficient was done to establish beyond all peradventure that wireless telegraphy is an accomplished fact in a field that will be constantly broadened. From six o'clock Friday evening until after two o'clock yesterday morning communication was maintained between the Lucania and the Nantucket Shoals lightship.

The same disturbances that injured the service prevailed to accomplish further delays between the lightship and the station on the Massachusetts shore. For these reasons messages were late in reaching the Lucania, and again the messages from the passengers to friends ashore were so delayed that they were not delivered until yesterday morning.

But they were delivered, and that, too, in most cases before the Lucania had reached Quarantine—an accomplishment that was undreamed of a few years ago. Those who were on the steamship considered themselves fortunate indeed to have a share in what they believed to be a step in the world's progress. They knew better than those of us ashore could know what was being done. For five days they had been isolated. They had seen the shores of Ireland fade down into the seas, but, as a result of the enterprise established by the HERALD, had been able to communicate with friends on the other side long after they had lost themselves in the pathless ocean. Again, long before they could hope for a glimpse of land, they were permitted to know of the great events that had occurred since they left Queenstown.

Their enthusiasm was unbounded. The most of them were up early yesterday morning anxious to secure the first copies of the HERALD to demonstrate for their better satisfaction how successful had been the accomplishment of that miracle in which they had had a share.

MAP SH
STAT

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PASSENGERS FULL OF ENTHUSIASM, OPERATORS CONFIDENT OF SUCCESS

All on Shipboard, for More Than Five Days Without News of the Rest of the World, Awaited with Feverish Eagerness an Answer to the Marconi Signals.

Since the HERALD undertook to establish a wireless telegraph station on the Nantucket Shoals Lightship to co-operate with those steamships that will instal plants on board experiments have been made, usually successful, in New York Harbor, but it had been arranged that the Lucania should make the first formal test in passing Nantucket. On the steamship and on the lightship expert operators, trained under the personal direction of Signor Marconi, were stationed. The call of the Lucania was "N. T." The answer from Nantucket Shoals was to be "L. V."

High up on the middle bridge of the Lucania the telegraph station had been established, and about it centred the interest of all on board. Those gathered on the bridge had been there for hours before they could possibly expect to come within the sphere of influence of the lighthouse station. But, anxious that no moment should be lost, test signals were sent out into the air even during the early afternoon of Friday, and, though it was not expected that an answer could immediately come, the reply was still awaited, and with breathless interest.

For more than five days those on the Lucania had been without news of the Old and New Worlds. They were ignorant of all the great and little happenings that had occurred since the last message to the HERALD had been sent from the Lucania to the Crookshaven station, at noon last Sunday. They had seen the shores of Ireland disappear in brilliant sunshine, which, as the HERALD correspondent on board cabled, was accepted as an omen of a pleasant voyage. But the omen, unfortunately, was sadly at fault. Less than two hours after that last message had been sent the Lucania was ploughing into a rising sea under a sky darkened by heavy clouds that were being driven by a wind almost unprecedented for this time of the year.

Eager for Communication.

Desirous as they were of receiving word from shore the Lucania's passengers were not less desirous of telling their friends of that rush of water approaching the magni-

tude of a tidal wave that had jumped across the bow, carrying panic and destruction with it.

A notice had been posted on the ship's bulletin board to the effect that the HERALD would send a limited number of personal messages by wireless telegraph for passengers. This resulted in more than two hundred despatches being placed in the hands of the HERALD correspondent. There was little talk of anything else than of the Marconi miracle and of the enterprise of the HERALD. Even in the smoking room interest was lost in the pool on the ship's run, and new amusement was found in taking a chance on the moment when communication with land would be established.

On account of the storm that prevailed for three days it had been found necessary to lower the aerial wire swinging from the towering mast, and from which the magnetic signals are given off and through which the answering signals are received. At noon, on Friday, this wire was raised to its position and the operator, Mr. Hepworth, had the apparatus charged and ready for work. Early signalling was done merely as an experiment, but at four o'clock in the afternoon, while the Nantucket Lightship was still 120 miles to the westward, an electrical arm was extended in this direction in the first real attempt to establish shore communication.

"N. T.! N. T.! N. T.!" Between the brass balls of the Ruhmkorff coil the magnetic spark danced and snapped in frenzy and the needle sharply and impatiently ticked the signal letters.

No answer came from the lightship at Nantucket Shoals. No answer was expected. It would have been a wonderful achievement had communication been established over that distance, but the crowd gathered in the little cabin and out on the bridge, anxious to become part of the world again, began to fear that a failure was to be made. Five days they had been without news—time enough for kingdoms to fall, for republics to fade away, for fortunes to be made and lost.

FIRST WIRELESS TELEGRAPH

Communication Opens with Lightship When Liner Is
Seventy-Two Miles from Nantucket and Con-
tinues for More Than Eight Hours.

Men were there who had great investments, and from them the invariable request was that the HERALD should give the latest Wall street prices.

Mr. Hepworth Serenely Confident.

While others were impatient and fearful of failure, Mr. Hepworth, standing with his hand on the key from which he was sending the mysterious waves scores of miles out over the ocean, was as confident of success as he could have been had the two ships stood side by side and he was talking by word of mouth from the Lucania to the lightship.

He knew that at Nantucket Shoals operators as competent as himself were searching through space for the Lucania, at the same time holding themselves in readiness to receive his messages. Standing just back of him were William Mulock, Postmaster General of Canada; Representative Joy, a member of Congress from St. Louis, and Captain McKay, discussing the advantages and benefits of the wireless system that was being installed.

Captain McKay has much knowledge of the Marconi system, and he was not one of those who feared that a failure might result. His praise was delivered between Signor Marconi and the HERALD, which he has long admired for its enterprise.

"N. T. N. T. N. T.!" The sparks sputtered and hissed as if controlled by some uncanny imp from the under world. Mr. Mulock well expressed it when to Captain McKay and Mr. Joy he said that in his mind there was something weird in the thought that the electrical impulse that was being generated was to make itself manifest at a point perhaps one hundred miles distant. The spark, the visible token of that electrical impulse, was searching for the New World, and ere long the search was successful.

CHEERS FOR HERALD AND SIGNOR MARCONI

Anxiety and Doubt Give Way to
Storm of Enthusiasm When An-
swering Signal Is Received.

"N. T. N. T. N. T.!"

Again and again the questioning signal was flashed out across the ocean.

"L. V. L. V.!"

There was at last the answering signal.

"Here they are!" shouted the operator, and, sure enough, as distinctly as could have been accomplished by means of a land wire, the

signal was printed on the receiving tape:—

"L. V. L. V. L. V.!"

Computation was made by Captain McKay, who found that when communication was opened the two stations were seventy-two miles apart. It was just six minutes after six o'clock, ship's time, when the dots and dashes were received announcing that Nantucket had received the call from the Lucania and communication was declared perfect.

Less than five minutes later a message was received on board the Lucania announcing that her approach had been flashed to the shore and from that station into the office of the NEW YORK HERALD. The first message that went from the Lucania was the following, signed by Captain McKay, and which was printed in yesterday morning's HERALD:—

"All well on board. We are 287 miles from Sandy Hook, and with clear weather, expect to reach New York Harbor Saturday. Please inform Cunard agents."

Enthusiasm on Shipboard.

This message was repeated again by wireless telegraphy from the HERALD's Observation Station on Nantucket Lightship and was supplemented with the following, which was also printed in the HERALD of yesterday:—

"Cunard line steamship Lucania (Captain McKay), seventy-two miles east of Nantucket, sends message by Marconi wireless telegraph to the station in inauguration of the HERALD's service for reporting incoming steamships and transporting messages to and from them."

Nothing less than a storm of enthusiasm was caused among the passengers by the announcement that communication with America had been established. In both cabins and in the steerage the news was quickly known, and every one brightened up. Conversation became more spirited. From the smoking room a cheer went up for the HERALD and another for Signor Marconi, the inventor of wireless telegraphy. Words of praise were heard everywhere. Immediately a committee was appointed to draft a message attesting the appreciation of the passengers for the enterprise that had been displayed.

From anxiety and doubt everything changed to good cheer and confidence. Those who had prepared in advance messages to be sent to their waiting friends plied the operator with queries, begging for assurance that their messages would be sent.

Electrical Disturbances Occur.

With occasional interruptions the messages went in a stream from the Lucania to the Nantucket station, almost from the first

moment that communication was established until twenty minutes after nine o'clock. At that time the Nantucket light was abeam, and immediately thereafter the Lucania plunged into a heavy bank of fog, and of necessity she slowed down.

Earlier experiments had demonstrated that little trouble might be expected from fog, but unaccountable electrical disturbances were encountered before the ship had lost itself in the fog. Prompt efforts were made to bring the two stations into sympathy, each with the other, and this was soon accomplished, only to be followed by other and greater disturbances. From ten o'clock until midnight little practical progress was made, but during all of that time the Lucania was well within the influence of the Nantucket station. The signals were firm, but accompanied by what the operators know as "strays," which made it impossible for messages to be transmitted without being repeated over and over again.

Finally, as the Nantucket light drifted far astern the evil influences began to lessen and full communication was again established, but at that time it was too late to accomplish much in the way of getting news of the voyage through for the benefit of the readers of yesterday's HERALD. The trouble was added to by the uncertainty of the system as it worked between the lightship and the shore station. Thus it was that for hours messages that were received on the lightship from the Lucania were hung up, not reaching shore until a belated hour. Such as came in before the Lucania was signalled off Sandy Hook were forwarded to their destination, as promised by the HERALD.

MESSAGE OF PRAISE TO CANADA'S PREMIER

W. Mulock, Postmaster General Heartily
Indorses System—Many Other Mes-
sages Also Congratulate Herald.

Following is a copy of one of the first messages to be received from the Lucania and forwarded:—

"CLARK HOWELL, Atlanta Constitution:—

"Homeward bound, Passage rough. Though far from land message sent, thanks HERALD enterprise.

CARROLL PAYNE."

Next to be received were cablegrams for delivery in England, which were forwarded, and two of which are here reproduced:—

"DVORKOVITZ, London:—

"Wire forwarded through courtesy NEW YORK HERALD, 259 miles from New York, by Marconi wireless. Inform madame everything right.

DVORKOVITZ."

"MANCHESTER SHIP CANAL, Manchester, England:—

"Through courtesy NEW YORK HERALD enables inform you my arrival off Nantucket Lightship. Will land to-morrow.

"HERBERT GIBSON."

William Mulock, Postmaster General of Canada, availed himself of the opportunity to communicate with the shore by sending to

Sir Wilfrid Laurier, Ottawa, Canada, a message in which he gave hearty indorsement of the Marconi system of wireless telegraphy, and, moreover, a due measure of praise to the HERALD for its enterprise. His telegram, which was received in the HERALD office late yesterday morning and then forwarded to its destination, was as follows:—

"SIR WILFRID LAURIER, Ottawa, Canada:—

"NEW YORK HERALD having installed Marconi system on Lucania and on Massachusetts coast, I avail myself of their courteous invitation to telegraph you by way of illustration of working of system. Lucania about fifty miles from shore. Am now in telegraph operating room on board ship and messages to and from shore passing with as much accuracy as between land offices. Expect to reach New York Saturday morning. Leave Saturday night for Toronto. All well.

"WILLIAM MULOCK,

"Postmaster General, Canada."

While private messages were being forwarded, and in some cases answers were being received, the HERALD was not forgotten by those who were profiting by its enterprise. Had time and opportunity permitted there would have been few passengers on the Lucania who would not have sent their compliments and congratulations to the HERALD. It became necessary, in view of the interruptions that were being encountered, to curtail the number of these despatches. Those repeated herewith are sufficient to show the enthusiasm of the passengers who were taking part in the experiments:—

"HERALD, NEW YORK:—

"HERALD's judgment, enterprise, establishing Marconi wireless telegraphic station Nantucket Light for reporting arrival friends deserves highest commendation, praise. It marks beginning new era marine signalling. Will tend rob sea travel much its terrors.

WILLIAM MULOCK,

"Postmaster General Canada."

"HERALD, New York.—From off the sea:—

"Captain McKay sends greetings and heartiest congratulations to the NEW YORK HERALD for its enterprise and liberality in inaugurating a new epoch in marine telegraphy for passenger carrying ships. The HERALD's present achievement has conferred an immeasurable benefit upon Atlantic wayfarers and their waiting friends on shore, inasmuch as the anxiety of the latter for their folks at sea will henceforth be lessened, as a rule, some ten hours by using the Marconi apparatus at the HERALD station on Nantucket lightship. Simply, friends are enabled to communicate with each other from off the sea. Millions of pounds have been spent to shorten the Atlantic ferry by an hour or two, but at one leap the Marconi system shortens the time of separation some ten hours.

"HERALD, New York:—No one can fully appreciate the wonderful advantages derivable from the use of wireless telegraphy at sea. It is not surprising to me that the HERALD, with its well known enterprise and push, should be the agency first to afford to transatlantic travellers the use of Marconi's marvellous invention. From what seems practically mid-ocean I have been enabled to cable home and receive news in reply. As one of

56
the Lucania's passengers I cannot too highly commend your progressive spirit.

"CHARLES F. JOY, Member Congress, St. Louis."

Perhaps it is due to the faulty mechanism of the station on the Lucania—at least, no better explanation has been offered for the fact—that the messages sent from the Cunard liner were received at Nantucket in fairly good shape, while the messages going the other way at times were so jumbled that it was impossible to read them without tedious repetition. The "strays" that were recorded on the tape on the Lucania were so many that several messages had to be discarded as useless. On the other hand, scores of messages were sent the other way and were received in the HERALD office in New York without error. All of those, except the ones directed to persons living in New York city, were forwarded to their destination. Copies of several of them are here attached:—

"MORNING NEWS, Savannah, Ga.:—

"Greeting Morning News from aboard steamer Lucania, through courtesy New YORK HERALD wireless telegraph service, opened to-day by HERALD, Nantucket Lightship. EDWARD KAROW."

"DAVID S. EDWARDS, Esq., No. 204 Crocker Building, San Francisco, Cal.:—

"Courtesy and enterprise New YORK HERALD enables us to inform you that we are all well. Due New York Saturday morning."

"HENRY A. BUTLER."

"JACK BARTLETT, Milwaukee Chamber of Commerce, Milwaukee:—

"This through courtesy New YORK HERALD. All well. Expect arrive St. Paul road Sunday. S. G. COURTEEN."

"A. LIPMAN, No. 99 Madison Street, Chicago:—

"Courtesy HERALD enabled send love from ocean by Marconi wireless.

"CLARA AND LOUIS."

"CLAY, ROBINSON & Co., Stock Yards, Chicago:—

"More power to the NEW YORK HERALD. Hope arrive Saturday."

"C. O. ROBINSON."

"Mrs. M. J. ROBINSON, No. 4406 Oakwald Avenue, Chicago, Ill.:—

"Rough voyage. Hope arrive Saturday. Love. Courtesy HERALD."

"C. O. ROBINSON."

"CHARLES CUTTRISS, Commercial Cable, Broad Street:—

"Hawkes and I are on Lucania, pool winning. Meet us. Courtesy HERALD. JIM."

"Mrs. HAWKES, Westminster avenue, Cincinnati, Ohio:—

"By courtesy of HERALD can advise you arrival Saturday. Well. JOHN."

"WILLIAM MUELLER, Marquette Building, Chicago, Ill.:—

"All well. Safe voyage. Courtesy HERALD. MINNIE."

TREMENDOUS WAVE CRASHES ON THE SHIP

Counting from the moment that the signals from the station on the Nantucket Shoals Lightship were picked up, a little after six o'clock, the Lucania did not pass out of the

influence of the lightship until more than eight hours later, the two operators being able to communicate with each other until fifteen minutes after two o'clock yesterday morning. As time was taken in both cases by the ship's time, exactly eight hours and nine minutes elapsed from the exchange of the first signal until the tape on the Lucania recorded the last dot sent from Nantucket.

At the time communication ceased a description was being sent from the Lucania of the terrible storm that prevailed during the first three days of the voyage. Had conditions been a trifle more favorable it would have been possible for the HERALD to have published yesterday morning the details of this storm, and it would have been permitted to have told its readers how the Lucania was beaten down by a tremendous wave that swept over its bow, seriously injuring one passenger and two members of the ship's crew.

Such weather as was encountered during the early days of last week is seldom known on the Atlantic, particularly at this time of the year. Captain McKay declares it to have been unprecedented so far as his experience goes.

There had been a storm, accompanied by a rough sea, during Sunday and Monday, but about ten o'clock Monday night the wind abated, and the ocean seemed to be wearing itself out, so that the passengers when they retired were led to hope that they might enjoy a calm on the morrow. Unfortunately, this was only the lull which, tradition has it, precedes every storm.

Storm Buffets the Steamship.

The wind that had died entirely out sprang into existence again, and with renewed force. Less than fifteen minutes separated a dead calm from a howling gale that was blowing from the southwest and veering around to the westward. By two o'clock in the morning the storm had approached the severity of a hurricane, and Captain McKay ordered that the Lucania should be slowed down, he fearing that the pitching and rolling would be too much for the vessel.

Hour after hour the strength of the seas increased, until it became necessary to give notice that there was danger on the decks. This danger was apprehended from the waves, that were running so high that the Lucania, powerful as she is, shivered and shook throughout as she pounded her way through them.

It was well that the warning was given. About twenty minutes after seven o'clock on the morning of Tuesday a tremendous wave jumped over the bow, invaded the high bridge, and fell with a thundering crash upon the top of the bridge house and upon the promenade deck. Captain McKay, who was standing on the bridge, estimates the wave to have been sixty-three feet from base to crest. It struck him with considerable force, but as he saw it coming he was enabled to protect himself, although for a few seconds standing in three feet of water, he did not lose his footing.

Seamen and Passengers Hurt.

Joseph Riley, of Liverpool, a sailor who was on the bridge house ready to ring the bell on change of watch, was caught by the wave and before he could guard himself was swept over the rail of the bridge house and dashed with terrific force against the iron light tower on the starboard side.

This accident was witnessed by other sailors, who were on watch, but who were so stunned by the wave that it was several minutes before they could go to the rescue of their fellow sailor. As quickly as possible they reached his side, and, finding him terribly injured, took him below, where Dr. B. P. Johnson, ship's physician, and Dr. Charles Denton, a passenger, gave him prompt attention.

They found that his left leg had been broken in two places. With such force had he been hurled against the iron tower that his leg was almost cut off. Riley's right ankle was broken and he also received

Scores of Messages Sent from Vessel by Passengers, Who Marvel at Signor Marconi's Invention and Praise the Herald's Enterprise.

serious injuries in the back. Dr. Denison encased the leg in plaster, and Riley is now progressing as well as can be expected, though there is a strong possibility that amputation will yet have to be performed.

When the great wave boarded the *Lucania* Hilma Nelson, a passenger in the steerage, was standing by an open door on the weather side. The tremendous sea caught the door and almost tearing it from its hinges, jammed it against the wall, catching Miss Nelson in such a way that several of the ribs on her left side were fractured.

Timothy Collins, master at arms, who was standing near the girl, saw she was about to be injured, and endeavored to support her in the swirling water. The result was that his left arm was caught between the door and the wall and severely crushed. Both he and Miss Nelson were taken to the ship's hospital for treatment.

Happening at a time when those passengers who were not too ill to stir were endeavoring to make their morning toilets, the crash of the mountain of water falling on the *Lucania* caused great consternation, and it is considered remarkable that a serious panic did not ensue. There were those on the ship who were of the opinion that a panic would have occurred had it not been for the fact that the rough weather had brought a great majority of the passengers to such a condition of mal de mer that they cared little whether the ship remained afloat or found rest at the bottom of the ocean.

WORST WEATHER EVER KNOWN IN AUGUST

Louis Mann and his wife, Clara Lipman, were among the *Lucania's* passengers. Although a frequent voyager between the United States and Europe, Mr. Mann, who has heretofore accounted himself a good sailor, for nearly forty-eight hours paid tribute to Father Neptune. He and his wife, who was also ill, were so startled by the crash of the wave that they forgot their ailments and scrambled hastily from their stateroom.

"I have found a sure and complete cure for seasickness," said Mr. Mann when seen yesterday. "I confess that never before in my life was I so frightened as I was by that wave, which seemed to have been the culmination of a terrible storm. I thought that my time to leave this world had come, and I told my wife so. She agreed with me, and did not even seem to be happy in the thought that we were to go together. Seriously, it was the roughest voyage I have ever taken."

Miss Lipman also said she had never before suffered so great physical distress during a voyage as on the first few days out from Queenstown.

"Unpleasant though it was in that respect," said Miss Lipman, "other and pleasant features more than counterbalanced it. There were on board so many persons of high culture that the time slipped rapidly away after the storm abated sufficiently to permit us to have conversation."

"Then, too, it was my privilege to be present in the deck house when the first communication was received on the *Lucania* from the *HERALD's* wireless telegraph sta-

tion on the Nantucket Shoals Lightship. I really felt as if I were helping to make history. It is a wonderful thing, this invention of Signor Marconi, and although I have had it explained to me by men of learning and of scientific attainments, I still look upon it as something a trifle uncanny. Surely the *HERALD* has accomplished another of those wonders that has made it the greatest of the world's newspapers.

Weather Causes Indignation.

"Did we enjoy our trip abroad? Yes, but it would have been pleasanter if we had not had so much hard weather. You know we have brought back a new play which will be produced at an early date at the Savoy Theatre. We have given it the name of 'The Red Kloof,' but that may be changed before its production. My husband and I have gone back to first principles in this play and have accepted roles that are not entirely of a comedy nature. There is plenty of comedy in the play, and we have lots of that sort of work to do, but, on the other hand, we have serious moments, and, if I may be permitted to say it, I believe we have found the best vehicle we have ever had."

The heavy weather kept many of the passengers in their cabins, and the consumption of food was considerably lessened. This seemed to be the particular grievance that stirred the soul of one who acknowledged Poland as his place of birth. He vehemently protested that for the first time in twenty-eight voyages across the North Atlantic he had encountered weather that compelled him to miss a meal.

Enough of the passengers found their way on deck on Wednesday to hold an indignation meeting, grouping themselves around old travellers, who repeated again and again that it was the worst August weather that had ever been experienced. A collection was made on Wednesday by Miss Lipman for the benefit of the injured sailor, who received a purse of \$250. The regular concert for the benefit of the Seamen's Charities was given Thursday evening, with William Mulock presiding. The concert closed with "God Save the King" and "America."

Mr. McCarthy Brings New Plays.

Justin H. McCarthy, a well known English playwright, was a passenger on the *Lucania*, and availed himself of the privilege of communicating with his friends ashore by means of the wireless telegraph. Mr. McCarthy did not hesitate to express himself as being greatly impressed with the success of the Marconi system, which he believes is still in its infancy. He predicted that it would be improved until such a stage of perfection is reached that it will be impossible for interruptions to come from atmospheric disturbances.

"I am visiting the United States," said Mr. McCarthy yesterday, "as the guest of E. H. Sothern, for whom I have just completed a play which, I believe, is to be produced some time in October at the Criterion Theatre. It is three years since I was last in New York, and really I am hungry for a view of the city, which I love second only to London."

"During the voyage I have done considerable work on another play, which also may go to Mr. Sothern. I cannot tell you much about it, except that it is a romantic play, with an historical foundation. I believe the subject is entirely new. Yes, I think the historical drama—or, perhaps, the romantic drama—will continue to hold its popularity, at least during the present season. There has been a breaking away from conventionalities and old formulas and rules by playwrights, and for that reason I believe better plays are being produced to-day than in

MESSAGE OF PRAISE SENT BY PASSENGERS

ON BOARD THE CUNARD LINE STEAMSHIP LUCANIA,
ENTERING NEW YORK HARBOR,
SATURDAY MORNING, AUGUST 17.

TO THE NEW YORK HERALD:—

The passengers on the Lucania desire us to convey their gratitude for transmitting messages to the shore and their high appreciation of the New York Herald's grand enterprise in establishing the system of wireless telegraphy.

(Signed.)

WILLIAM MULOCK,
CHARLES F. JOY,
LOUIS MANN,
Committee.

many years.

"What about the American invasion of England? Why, it is an invasion that meets with a hearty welcome. Of that you may be sure. The more Americans there are in London the happier Londoners are. The more American players we receive the more entertaining our theatres; the more American plays that are put on in London the better opportunity we have to learn. I mean all of this.

"I am particularly happy to have been on the Lucania this trip and to have seen the inauguration of the Marconi system of wireless telegraphy. The world should be grateful to the HERALD for what it has done in bringing Europe and America closer together. It is a great piece of enterprise, and certainly passengers appreciated the courtesy that was extended to them when the facilities of the new system were placed at their disposal.

"One of the most interesting scenes I ever witnessed took place in the smoking room when the first strip of tape was brought in and it became known that we were in communication with the shore."

Russian Scores Customs Officers.

Dr. Paul Dvorkovitz, an eminent Russian engineer, and the editor and proprietor of the Petroleum Review, arrived on the Lucania, on his way to Texas, where he intends to investigate the new oil fields.

Dr. Dvorkovitz, after a brief experience with the Custom House inspectors, announced his conviction that Russia, his native land, has been maligned, and that the United States is the only country that tolerates absolute tyranny. Pointing to the Bartholdi statue, Dr. Dvorkovitz said:—

"That, I am told, is the Statue of Liberty. It is well that it points skyward, for there must be the only liberty that is to be had here. I have travelled in Russia, Austria, France, Germany and England—most of them protective countries—but never before have I encountered such tyranny and such insolence as I have found since the arrival on the Lucania of the American customs inspectors.

"Such outrageous conduct would not be tolerated in any European country. If attempted, it would be followed by a riot. I do not wonder that the European nations are taking steps to discriminate against American goods. On this, my first visit to the United States, I would be greatly disap-

pointed were it not for the demonstration I have had of the success of the Marconi system of wireless telegraphy. I have been profoundly interested in it, and I do not hesitate to predict that it will have a great future. More than ever I admire the enterprise of the NEW YORK HERALD."

First of the guests of Sir Thomas Lipton to arrive is Captain the Hon. J. G. Beresford, cousin of Lord Charles Beresford. The captain will remain at the Waldorf-Astoria for a few days before going to Newport, where he will stay until after the yacht races. Peter O'Connor, the champion jumper, who recently made a broad jump of 24 feet 11½ inches, was on the Lucania, coming to New York to represent the Greater New York Irish Athletic Association in the Labor Day contests and to take part in the world's championship games at Buffalo.

WIRELESS WORDS.

*Apropos of the Herald's Wireless Telegraph Station
at Siasconset.*

BY WILLIAM J. LAMPTON.

"Ahoy;
Good ship, ahoy!"
From S'conset's shore,
That stands full-breasted
To the open sea,
The wireless words go forth
Into the wide uncharted air
To find, somewhere
Upon the restless bosom of its sister
element.
The coming craft
Which for a time
Has been a world unto itself,
Afloat between the earth and sky,
And knowledgeable of all
The greater world has thought or
done
To add to mankind's misery
Or his happiness.

"Ahoy;
Good ship, ahoy!"
The shore sends out
Its greeting to the argosy
Of human souls
Upon the wordless waste,
That yearn to meet their own,
And for the sea's vast silences
To hear the talk
And turmoil of the land.
For days the bending sky
And wide, wide waters of the sea
Have yielded nothing to their ears
Of what is going on,
The same if they be there or here,
And every eager heart
Expectant tugs upon the strings
That hold it back
Or lead it on.

"Ahoy;
Good ship, ahoy!"
Lo, from the air,
Intangible, mysterious,
The voiceless message comes,
Lit by the stars

Or sun,
Or through the low hung mists,
And calls a welcome to
The wanderer nearing home;
It brings the missing chapters up
To fill the sea lapse in
The story of the land,
And puts the wail upon the wave
Once more in touch
With what is thought and said and
done
Throughout the earth.
Aboard the ship,
Cheered by the spirit word,
A new light shines;
A land light, home light,
Shadowless and soft,
In which the terrors of the sea
Are lost,
And all the wilderness
Of waters seems to change into
Green hills and valleys, fresh and
fair,
And restful to the soul,
Back from the ship,
Yet far off,
Down the long, wide reaches of the
sea
A quick responding message flies
In search of land,
To tell its briefer tale;
To say that all is well,
To those who wait upon the shore
And seaward stretch their hearts
To catch some word
Of loved ones hid
Behind the curtains of the deep,
The helpless subjects
Of the ocean's moods.

"Ahoy;
Good ship, ahoy!"
The land speaks to the sea,
That speaks again;
And all is well.

CANADA'S POSTMASTER GENERAL SENDS INDORSEMENT TO PREMIER

SIR WILFRID LAURIER, Ottawa, Canada:—

NEW YORK HERALD having installed Marconi system on Lucania and on Massachusetts coast, I avail myself of their courteous invitation to telegraph you by way of illustration of working of system. Lucania about fifty miles from shore. Am now in telegraph operating room on board ship and messages to and from shore passing with as much accuracy as between land offices. Expect to reach New York Saturday morning. Leave Saturday night for Toronto. All well.

WILLIAM MULOCK, Postmaster General Canada.

SIR THOMAS LIPTON LAUDS THE HERALD'S WIRELESS TELEGRAPHY

Had it not been for the Herald's wireless telegraph station at the Nantucket Shoals Lightship we would have reached New York harbor without any one being the wiser. We did not sight Fire Island station at all on account of the fog.

I consider it invaluable not only for its use in yachting but also for its great aid to all classes of commerce. The Herald is entitled to the highest praise for its enterprise.

Captain McKinstry told me this morning that he was not sure that the lightship had seen us. He said that at twenty minutes past five he saw above the fog the sprit at the top of the telegraph mast on the lightship. It projected above the fog. Nothing else of the lightship could be seen.

We were all agreeably surprised when our friends on the yachts met us down the bay and told us they had been apprised of our coming by the bulletins issued by the Herald.

SIR THOMAS LIPTON.

WIRELESS MESSAGES TO THE DEUTSCHLAND

Although a Different System Was
Sending Them from the Herald's
Station They Were Received.

Although the wireless telegraph instruments on board the Hamburg-American liner Deutschland were of a different system than the Marconi instruments used at the HERALD's observation station on the Nantucket Lightship, fairly satisfactory results were obtained in the communication between land and the approaching vessel.

The Deutschland arrived yesterday morning at her pier in Hoboken after a record breaking voyage from Cherbourg. She got into communication with the HERALD station at forty minutes past four o'clock Wednesday afternoon, when she was twenty miles distant from the lightship. The Nantucket Lightship could not be seen. The signalling was in charge of George Diederich, an expert telegrapher attached to the ocean postal service of Germany and Mr. Schneider, the electrician of the Deutschland.

Owing to the difficulty in getting the instruments adjusted, there was a delay of a few minutes. It was apparent to the telegraphers, however, that the vessel was being signalled. Finally, to the message, "Will you report me to NEW YORK HERALD?" came the reply, "Will report you to NEW YORK HERALD." The operator on the lightship then asked if there was any news on board, to which the reply was sent that the voyage had been pleasant, but that there was nothing unusual. The Deutschland then asked for the cable news from Europe.

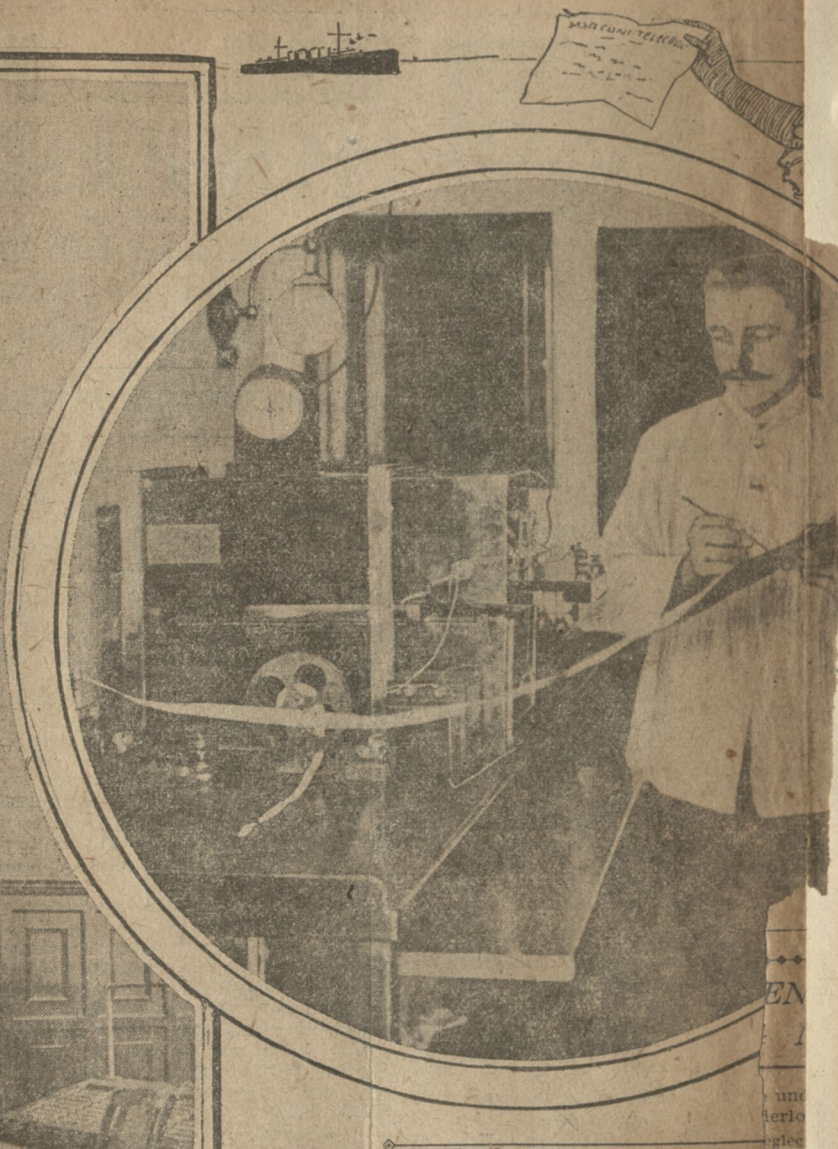
Owing to the vibration and some atmospheric disturbance the European budget of news was imperfectly recorded. It was also found that the message was sent too rapidly. The Deutschland made a request for a slower service. Then she asked if there was news for any particular passenger. The HERALD operator replied that there was not. The Deutschland then sent a report of her daily runs and then asked the lightship, "How high is your mast?" The reply was received, "One hundred and six feet."

Communication with the lightship was kept up until half-past seven o'clock. The Deutschland was forty miles away when the messages ceased to be understood. Several of the passengers availed themselves of the opportunity to send private messages, which were sent over the land wires to their destinations. Chief Engineer Biledung said that the wireless telegraphy worked better than he had ever seen it, considering the difference in instruments.

NEW YORK HERALD, WEDNESDAY, AUGUST 21, 1901.—EIGHT
 SIGNALLING FROM THE KAISER WILHELM DER GROSSE TO THE



DECK-HOUSE CONTAINING WIRELESS
 TELEGRAPH INSTRUMENT AND SHOWING
 WIRES LEADING UP TO MAST HEAD.



GERMAN STEAMER SIGNALLED IN AIR

The Kaiser Wilhelm der Grosse
Makes Successful Test of
Marconi System.

MESSAGES TO FRIENDS

Passengers Many Miles at Sea Send
Word to Folks of Approach-
ing Arrival.

NEW WESTWARD RECORD MADE

Big Vessel, Carrying Many Prominent Pas-
sengers, Lowers Time from
Cherbourg.

Messages between the Kaiser Wilhelm der Grosse, of the North German Lloyd line, which arrived here yesterday morning from Bremen, and the HERALD's wireless telegraph station, at Nantucket, were exchanged with much success. The Kaiser Wilhelm der Grosse arrived at her pier in the North River at noon, after having accomplished a record western voyage. On board there were many prominent persons, including the actresses Miss Maude Adams, Mme. Modjeska and Miss Anna Held.

Although the captain had sent word by way of Nantucket the night before that the voyage had been uneventful, there was enough of interest in it to keep the passengers wondering as to what would happen next. The vessel would have been here sooner had it not been necessary to stop to give bearings to a fishing smack. For five days there was a remarkable poker game in progress. Then there was a dance the night before the steamer arrived. There was a collision between two yachts as the steamer was being warped into her berth. By far the most interesting incident of the voyage, many of the passengers said, was the sending of messages by wireless telegraphy to the HERALD's station, at Nantucket.

Although it was raining at twenty minutes past ten o'clock on Monday night, when the vessel first got into communication with the Nantucket Lightship, the passengers stood out on deck until a quarter past one o'clock yesterday morning.

SYSTEM WORKED WELL.

Captain Hogemann reported that the Kaiser Wilhelm der Grosse was out twenty miles from Nantucket lightship when the operator announced that he was in com-

munication with the lightship. The pulsations were at first very faint. The operator made out, however, the words "Have you any news for the HERALD?" The vibration of the vessel at times interfered with the sending and receiving of messages, but the system worked well. As the steamer approached nearer the lightship the messages were remarkably distinct. At one time the vessel was within a mile of the light.

The pulsations from the vessel were sent by George Kroncke, who has had much experience with the Marconi system. The North German Lloyd line has used the Marconi method for several years, and the operator was thoroughly conversant with all the mechanical difficulties to be overcome. All the passengers would have liked to send messages, but, owing to the limited time, the captain could permit only a few to be forwarded.

The Marconi instruments were placed in one of the small houses aft on the boat deck. The wire was led to the top of the towering mast a few yards away. It was carefully examined as the vessel neared Nantucket, for Captain Hogemann had a vivid recollection of a test which was unsuccessful because it was discovered too late that the wireless message was being flashed through a steam winch instead of into the air.

The instruments worked perfectly and there was no short-circuiting. The passengers took turns at looking into the window of the deck house, where the sparks were leaping across between brazen knobs. The display of electricity was interesting aside from what it signified. The operator worked with great quickness and dexterity.

MESSAGES SENT TO FRIENDS.

The first message sent after the vessel had reported herself was to Lenox, Mass. Another was sent to Philadelphia.

These messages were sent over the land wires to the office of the HERALD, and soon found their way to those for whom they were intended. The passengers expressed astonishment at the manner in which the signaling was conducted. The Kaiser Wilhelm der Grosse was in communication with the lightship for more than forty miles.

Captain Hogemann was proud of the quick passage which the vessel had made. The Kaiser Wilhelm der Grosse had surpassed her best previous record for the westward passage by three minutes. Her new record is 5 days, 17 hours and 24 minutes. She passed Cherbourg breakwater at ten minutes past six o'clock on the evening of August 14, and had Sandy Hook Lightship abeam at fifty minutes past six o'clock yesterday morning. The distance traversed was 3,650 miles. The average speed was 22.20 knots an hour.

Six minutes of delay was charged up against the record voyage of the Kaiser. As she was hastening over the seas at three o'clock Monday afternoon she sighted a small two masted schooner with a flag union down. The captain, believing that the vessel was in danger of sinking, stopped the great steamer.

The schooner's mate said that he had lost his reckoning in the storm and wished to know where the schooner was so that he and his fellow voyagers could get back into port. The steamer gave the required information and then sped along to make up the lost time.

The vessel was delayed by fog coming up from Quarantine. As she was being taken into her berth yesterday there was a collision between the steam yacht Electra, belonging to Elbridge T. Gerry, formerly Commodore of the New York Yacht Club, and the Irene. The Irene was going astern to avoid a collision with the tugboat Theresa Vernon. The bowsprit of the Electra struck the flagstaff of the Irene and tore it down. The Electra had come to meet the German steamer to take off Mrs. Ogden Mills, who was ill. Mrs. Mills was assisted down the gangplank by friends and transferred to the Electra.

DID NOT SNUB BOURKE COCKRAN.

Many well known persons were passengers on the Kaiser Wilhelm der Grosse. Captain A. H. Lee, formerly an attaché of the British Legation here, who accompanied the United States Army in Cuba, was asked

about the report that he had publicly
snubbed Bourke Cockran in London. It was
said that the action of the Captain was due
to the fact that Mr. Cockran sympathized
with the Boers.

NEW YORK HERALD, SUNDAY, AUGUST 4, 1901.

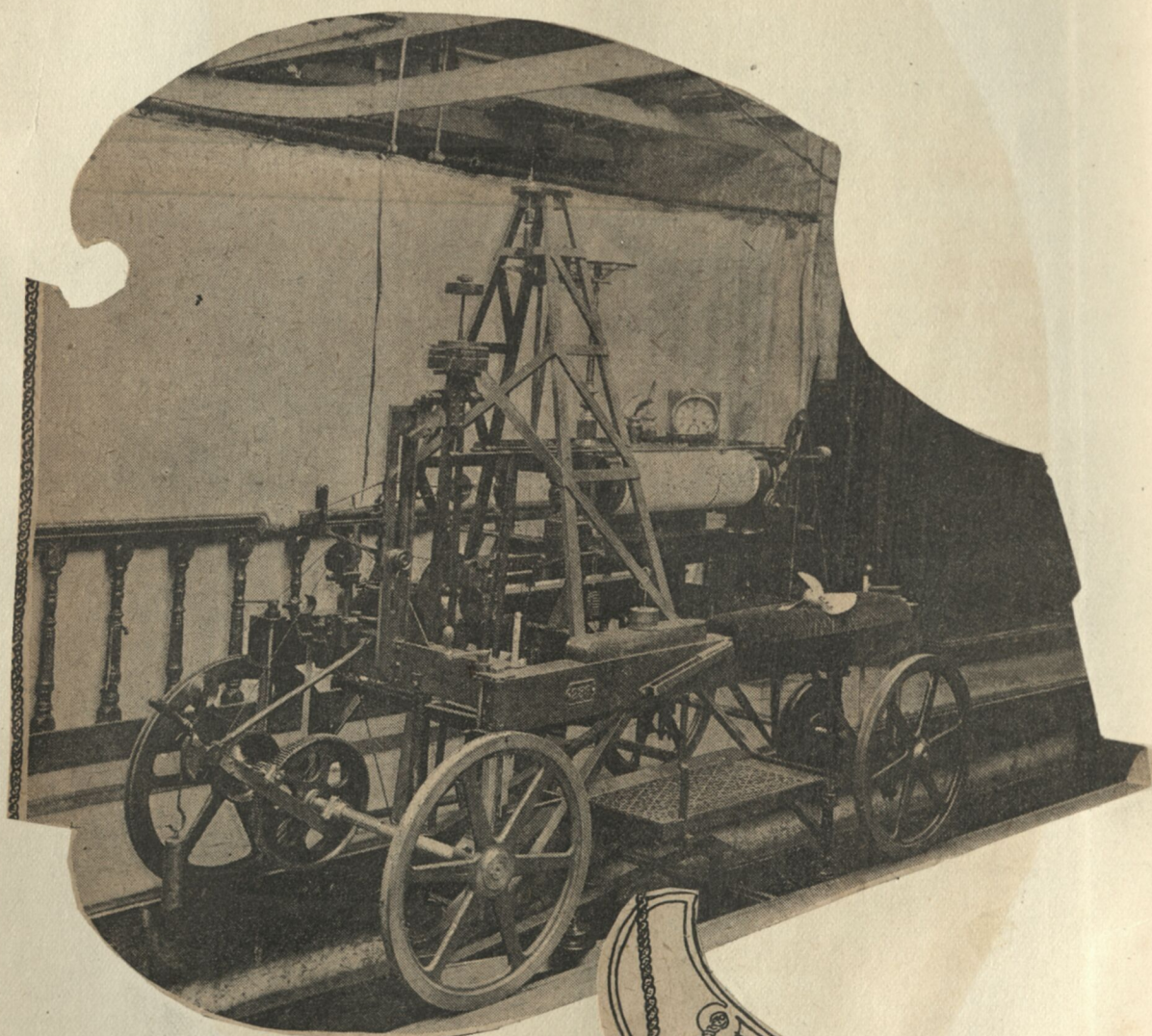
How The Pennys Test ship models by private testing



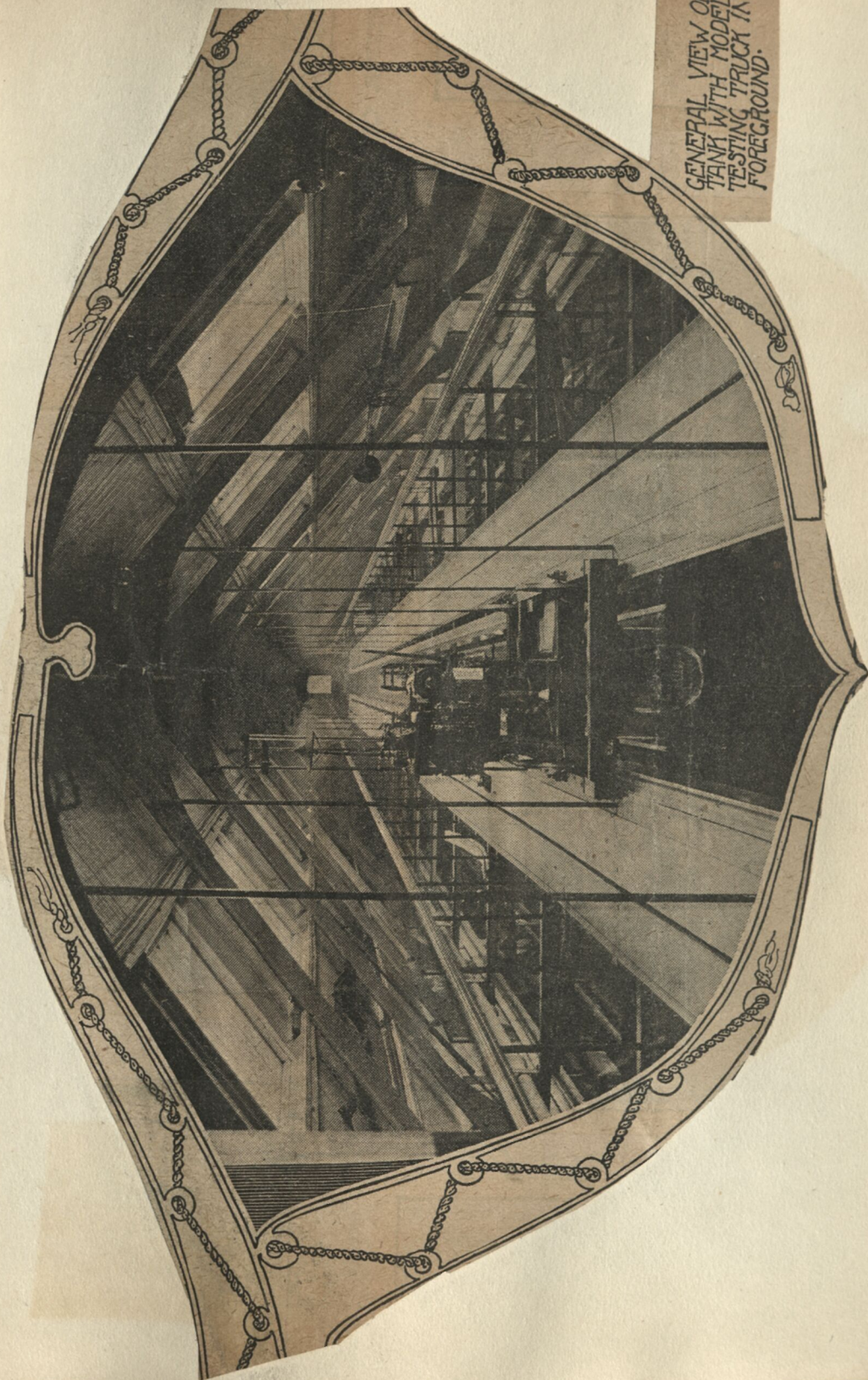
tank in the world

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SCREW PROPELLING
TESTING TRUCK IN
FULL WORKING ORDER.

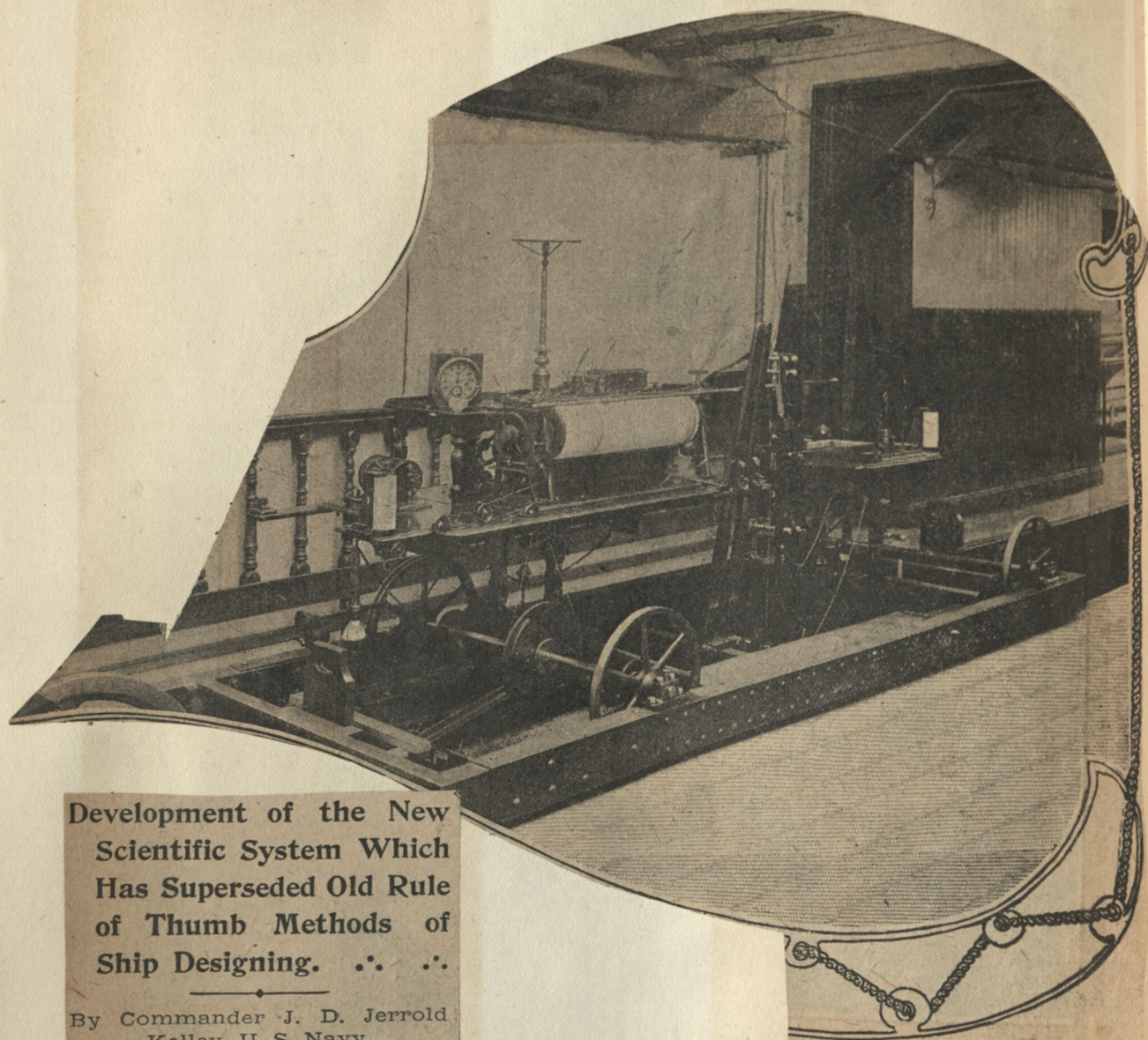


GENERAL VIEW OF
TANK WITH MODEL
TESTING TRUCK IN
FOREGROUND.

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**Development of the New
Scientific System Which
Has Superseded Old Rule
of Thumb Methods of
Ship Designing.**

By Commander J. D. Jerrold
Kelley, U. S. Navy.

AT the Glasgow meeting this summer of the British Institution of Naval Architects Mr. Archibald Denny, of the well known Leven Shipbuilding Company, was asked by Mr. Yarrow if the researches made by the Denny firm with the model tank employed for testing the resistance of ships had been of practical utility. The designer and shipbuilder at once declared its utility to be so great that his firm often regretted it did not own two tanks instead of one, as both could be kept fully and profitably occupied.

**DYNAMOMETER MODEL
TESTING TRUCK WITH
CLOCK AND RECORDING
APPARATUS IN FULL
WORKING ORDER BEFORE
STARTING ON AN ACTUAL
TANK TRIAL.**

The subject under discussion was the benefit derived in the United States by the government and by private shipbuilders from the Washington model tank, and the liberality shown by naval officials in undertaking difficult inquiries for the private construction industries of the country. Mr. Denny's answer was evidently convincing, because then and there the Institution, by unanimous vote, requested its council to take into serious consideration the question of providing for shipbuilders a model tank, where resistances may be tested, and where the data of bodies moving in the water may be collected, analyzed and converted into beneficent formulas for befogged and bewildered designers.

All this shows that ideas march, even if in seasons they march slowly, perhaps lamely, and not to the beat of drum nor to the fanfare of trumpets, up the difficult road of peaceful endeavor. But it is curious that Great Britain, the originator of the government system of testing tanks, should have failed to provide this means of investigation for the builders and owners of the greatest merchant marine in the world. Foreign governments have long owned testing basins, open to private designers, and at Washington a tank built with the latest improvements is at the service of the people, and is already noted, not so much for the original researches made, but for the clever adaptation of new and more effective methods to old and apparently settled practices.

The Only Private Tank.

The Denny tank is distinguished above all others by the fact that it is the only one created by private enterprise. The government tank at Haslar is never idle, but the experiments made are for the exclusive use of the admiralty, and it is only on rare occasions that important discoveries are published. This is comparatively an old institution, for more than a quarter of a century has passed since William Froude established under government patronage at Torquay, England, the model tank that has done so much to make fairly exact the hitherto very inexact science of naval architecture. "It is not too much to say," writes a cautious expert, "that without the knowledge that Mr. Froude's labors have given to the world the marvellous results attained by ocean steamers at this end of the century would still be problems for the future." This to the unwary may seem fulsome praise, but not a word is misplaced, nor any adjective made too strong.

When steam propulsion began to change the commercial theories of the world, ancient ideas in ship modelling, "rule of thumb" practices, moss grown trade secrets and occult mysteries of the craft were of slight use in solving the new problems. Under sail it was and is different, for here the speed that may be attained is mainly a question of stability, of the power to carry large spreads of canvas without unduly or dangerously inclining or heeling the hull. This element, of course, demanded new treatment when propelling power ceased to be an up-setting force. Other factors, some old, some new, also vexed the designer, such, for example, as the relative proportions of length, breadth and depth; the form of entrance and of run, and the proportions, form and number of revolutions of the propelling agency, be this screw or paddle. The essential, vital factor is always stability, for this governs the safety of all and controls in great degree the behavior of the ship under the varied conditions of her cruising career. Only less important, however, were

the obscure and hidden factors that are now generalized under the name of resistances.

From the beginning the inquiry has been pursued with the express intention of submitting to thorough experiment these vague elements of restraint and of determining by scientific processes the various proportions and forms of ships through the behavior of models whose proportions bear a definite ratio to those of the actual vessels under investigation. In this labor it became necessary to compare the relative resistances of the same model at various speeds, and those of different forms and proportions at equal speeds. Practical results were therefore needed to establish the truth or untruth of the relations that, according to mathematics, must exist between the full sized ship in smooth water and its model in the tank. After much complacent official conservatism had been overcome, the Admiralty finally loaned for this work Her Majesty's ship Greyhound, of 1,157 tons, and Her Majesty's ship Active, of 2,087 tons. In the trials the Active towed the Greyhound at the end of a spar forty-five feet in length, so that all interference and resistance due to the leader's "wake" might be eliminated. The experiments were successful.

Former Waste of Energy.

Among other facts discovered was the astonishing loss of energy in the steam propulsion of that day. By comparing the indicated horse power of the Greyhound on her official trial with the actual resistance shown by the dynamometer during the towing experiments, and, after making all allowance for opposing conditions, notably for the "slip" (the work lost by a screw turning in a yielding instead of in a solid medium), it was found that only forty-five per cent of the power exerted by the steam was usefully employed in propelling the ship. The wasted fifty-five per cent was finally debited to the friction of the engines and of the screw and to the detrimental reaction of the screw on the stream lines of the water rushing on and up and around the stern of the vessel. When it is remembered that under the most favorable conditions only about ten per cent of the available coal energy was developed in steamers of that day, the rest going up the chimney or into the machinery spaces, more than half of this was dissipated, and that, as a consequence, the working value of one hundred pounds of coal became in propulsion a trifle less than the value of four pounds, it must be conceded that the British Admiralty was not getting good money for very exacting and costly labor.

Then, too, the trials and subsequent experiments showed how false the old beliefs were concerning the real action of a ship in the water. By rule of thumb practices, based upon dull tradition, it was held that the resistance of a ship consisted essentially of the force employed in driving the water clear of her as she lumbered on her foaming way. Even in these wiser days the inexpert insist that resistance is the force exerted to excavate a channel along the chosen pathway of the ship. Froude soon demonstrated the inexactness of the old belief, and crystallized the deductions from his own experiments in laws, where the total resistance met was divided into three elements:—First, Wave Making; second, Skin Friction, and third, Eddy Making. His discoveries in this field were immediately accepted, and his formulae were stamped with the approval of mathematicians and physicists, notably his two famous enunciations, that Wave Making controls at high speed and that Skin Friction constitutes the main resistance at low speed.

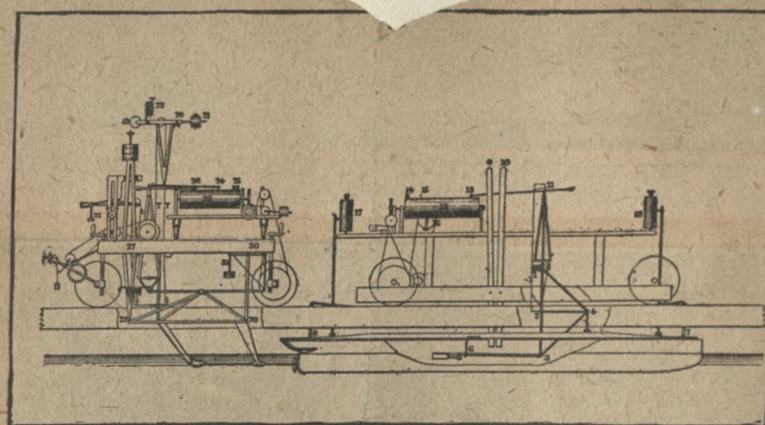
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Ascertaining Resistances.

Briefly summarized, his methods of investigation have established the resistance for a model of any given form, and by the law of comparison the resistances of a ship of similar form. In practice each model is driven through the water at successive, appropriate and uniform speeds. During this run a dynamometer furnishes automatic and

requisite uniform speed; second, "an exquisitely devised apparatus," as an enthusiast terms it, to record automatically with electric contacts the speed and resistances of the models, and, third, the tank models.

What the Denny Tank is Like.

The experimental tank of the Denny firm at the Leven shipyard is 300 feet long, in 250 feet of which length it is 22 feet broad and



DYNAMOMETER TRUCK, SCREW TRUCK AND FLOATING MODEL

accurate records of the resistances encountered and of the speed made. In order to render the separate and the successive results intelligible and easy to employ, a curve known as the "curve of resistance" of any particular model is laid down graphically. This curve expresses for a model of particular form the law of its resistance in terms of its speed. By means of previous experiments the force necessary to draw one square foot of the model's immersed section, or "wetted skin," was known. If, then, the number of square feet of immersed skin in the model is calculated, the total skin resistance may be found by multiplying the force required for one square foot by the total square feet of immersed area.

If on the curve of skin resistance be laid a second curve representing the whole resistance at low speeds it will be seen that these two curves are practically identical. On this similarity has been based Froude's first law—that the resistance of tolerably fine ships moving at moderate speeds is almost wholly due to surface friction, or to the friction due to the particles of water that rub on the immersed surface. When a model is made to move speedily it is noticed that a train of waves is put in motion and that the size of these waves increases with the velocity of the model. After constructing the curve of resistance at high speeds and comparing it with that of low speeds it will be found that the former has risen—indeed, in some cases it has shot—much above the curve of low speed or skin resistance. This indicates the entrance into the problem of a new force, and it is now accepted that this excess in great degree measures the force exerted in that "wave making" which at high speeds is the most important resistance evolved.

In these experiments the instruments employed were, first, a tank or basin, sufficiently long for the models to attain the

10 feet deep. The remaining 50 feet of length, divided into two shallow docks, one at each end, are used for ballasting, trimming and handling the models conveniently. A double line of rails, 3 feet 4 inches apart, is carried on suitable beams and girders over the fore and aft centre of the tank, and two carriages, one known as the dynamometer truck and the other as the screw truck, are drawn on these rails by means of an endless wire rope that is moved by an ordinary two cylinder engine.

The dynamometer truck is used to ascertain the resistance of the model; the screw truck to record the thrust of the screw, the number of screw revolutions, the slip of the screw and the turning force needed to drive the screws. These instruments are all extremely delicate. The levers are hung either on knife edges or on flat springs, and the wheels in the screw truck work on ball bearings or over Atwood pulleys. The precision and delicacy of these instruments must be extreme, because the quantities dealt with, especially at low speeds, must be measured within one-tenth of one per cent. In a paper read by Archibald Denny before the Institution of Engineers the practical work of the apparatus is described, and in the explanation that follows his diagrams and text are followed as closely as their technical character permits. It is difficult, perhaps, to make plain the workings of the instruments, but a study of diagram No. 1 may give a definite idea of devices that are interesting if not simple.

Towing the Model.

The dynamometer carriage, it will be noticed, tows the model, practically, without any friction. The model is free to rise and fall and to change its trim, but not to move

laterally. A drum records accurately the time and speed of the run by means of pencils worked by magnets. Each second of time is recorded by a break circuit clock, and the distances run are marked on the drum by other pencils electrically excited at contact points on the rails.

Diagram 1 shows the general arrangements of the dynamometer truck, of the screw truck and of the floating model. The essential part of the dynamometer is the spring marked 1. Indeed, the whole purpose of the gear is to connect the model with this spring and to measure its extension. The triangular lever, 2, 3, 4 and 5, is suspended at point 2, and is connected with the model by the rod 3 and 6. This rod is secured to a wooden frame, which in turn is fastened rigidly to the model. The girders 7 and 8 prevent any lateral motion of the model. The gearing is started and stopped by the levers, 9 and 10, but when the speed becomes uniform these are thrown out of gear, and the model is dragged along by the action of the triangular levers on the horizontal rod. This pressure extends the spring, and the amount of such extension is set down automatically on the paper covered drum (No. 12) by means of the pen (13). The scale adopted is previously fixed by weights placed at the point numbered 4.

Automatic Pens.

The time and distance of the run are recorded by the electric pens at 14, one marking the half seconds ticked from a carefully standardized clock, and the other fixing through electric contact points on the rail each ten feet of longitudinal distance covered. At 15 is a third pen, attached to a governor, that indicates whether the speed has been uniform. This element of uniformity is of great importance, because records of tabulated resistances are vitiated by any acceleration or retardation of the model during its voyage. The drum (12), the governor (16) and the drum (17 and 18) are driven by cords from the truck of the axles, the drum marked 17 and 18 being used to receive a record of the trim of the model—that is, of its steadiness during the run.

This explanation may not make clear the workings of the instrument, but, even told sketchily, it may with a little study show the principle of the system. Unluckily, so much cannot be claimed for any written description of the screw truck, but here and there a reader may get at the uses of an instrument that plays a role so important in the experiments. In this screw truck the propellers are driven by an endless cord, part of which passes over the lever marked 19, 20 and 21. This lever, pivoted at 20, is attached to a spring at 22 that directly measures the tension on the cord and indirectly reveals the turning force exerted upon the propellers. The record of this tension is set down automatically on the drum (23) with the pen (24). The other electric pens at 25 note through electric contacts the distance run and the time and the number of revolutions of the propellers. The pen carried at 26 records the thrust that is exerted upon the frame, 27, 28, 29 and 30, by the actual push of the screws.

Such are the instruments used at the Leven yard, and it may be added that the apparatus is practically a copy of that installed at Haslar, where the younger Frondel carries forward the investigation begun at Torquay. The British models are cast in paraffine wax and cut to shape by an ingenious machine that copies the plans of the ship. After being shaped fairly true the models are finished by hand until they become accurate representations of the de-

signs to be tested. The proper displacement is secured by weighing the model and necessary ballast and by comparing the resultant depth of flotation with the displacement of the design. The models are really little boats and vary in size from 10 to 25 feet.

Many important steamers have been built upon the data furnished by this Denny tank, and with much profit to owner and to builder. Sailing craft are as a rule not submitted to such inquiries, but it is here that the model of this year's challenger, Shamrock II., was rigorously investigated. The good work done by the new boat in her trial races is proof of the fortune that often favors when genial art is handmaiden to severe science, for such a combination should spell mastery. Long experience, native aptitude, trained intelligence, true eyes, good memory and—lots of money—go a long way in turning out a speedy racer. But when these are fortified by the cold and unemotional revelations of a heartless testing tank the resultant type should be nearly ideal.

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No. 181 West 87th Street,

New York, July 29th, 1901.

My dear Mr. Bennett:

I would be glad to report for the Herald the proceedings of the Schley court of inquiry, which will be the most interesting event in the navy since the close of the Spanish-American war.

Intimate acquaintance with all the members of the court, accurate knowledge of the technical questions to be investigated and an unbiased attitude toward the officers and controversies involved are my qualifications for the work.

My chief reason for offering my services is a desire to resume friendly relations with yourself and the Herald--not as a member of the staff but as an occasional contributor.

I have already cabled to you the substance of the foregoing letter, but I write also because you may not have my address. My cablegram read as follows:

"Namouna Paris Would be glad report proceedings Schley court of inquiry for Herald Intimate acquaintance members of court accurate knowledge technical questions unbiased attitude toward officers and controversies involved are my qualifications Chief reason offering my services is desire resume friendly relations with yourself and Herald as occasional contributor. Joseph L Stickney."

Very sincerely yours,

Joseph L. Stickney.

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THE OCEAN VIEW

Siasconset, Mass.

ROB'T. M. POWERS, Proprietor.

Island of Nantucket, Aug. 29th 1901.

Parker House,
New Bedford Mass.

Comm^d J. J. Keller U.S.N.

Dear Sir,

I received your letter of Monday's date yesterday but have delayed answering until my arrival here. The amended instructions

came duly to hand and I have telegraphed ^{them} to hookyer. They seem to be perfectly satisfactory

and to allow for every possible contingency.

With reference to the relief on Saturday next Mr. Mitchell tells me he has telegraphed you

the position in which we are placed here.

Three men of our Company arrive on Saturday next on the Schooner, one of whom I may have to relieve hookyer. It will however be impossible for him

to get to Wood's Hall in time for the tender on Saturday afternoon so that unless the departure

of the tender can be delayed until Sunday, he (with the coopers) will have to get out by some other

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means. Possibly a fishing boat would take him.
I am advising hockey that he may have to
stay a day or so longer after the relief boat.

I note that it has been decided not to fit
another set of apparatus on the spare lightship but
to transfer the apparatus now in use on No 66 to
No 58. One day should be sufficient to effect
the transfer, and hockey's relief could superintend
the work.

The installations both on the ship and at Sunset
are running smoothly now and the operators
are going ahead with the working. I should
think that by the end of September they should
be sufficiently advanced to take it in hand.

I am going to New York tomorrow to see
the men arriving on the St Louis and will look
up the Herald people while there.

With kind regards, Yours faithfully,
W. B. Bradford.

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THE OCEAN VIEW

Siasconset, Mass.

ROBT. T. M. POWERS, Proprietor.

Island of Nantucket, Aug. 29th 1907.

Barter House,

New Bedford Mass.

Dear Sir,

I have

received your letter of Wednesday's date

but have delayed answering until

my arrival here. The enclosed instructions

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THE SUN, SUNDAY,

DECEMBER 29, 1901

JUST WHAT MARCONI HAS DONE

DETAILS OF THE EXPERIMENTS IN NEWFOUNDLAND.

Much to Be Done Yet Before Wireless Telegraphy Across the Ocean Is a Commercial Success—Conditions Under Which It Succeeds—Marconi's Own Theory of the Phenomena.

ST. JOHN'S, N. F., Dec. 20.—Marconi's success in sending a wireless electric signal over the ocean came as a surprise to the people here in a measure. He came here ostensibly to select a base at some point between here and Cape Race where he could initiate experiments for picking up the Cunarders beyond the Grand Banks, about 300 miles off the coast. He brought along two assistants and two portable balloons, six kites and a variety of other apparatus.

For the past week he and his aids toiled away from daylight until dark on the bleak hilltop. People here felt that the trio were having hard luck, for they met a series of mishaps.

On Tuesday they sent up a balloon. It was 14 feet in diameter and contained 1,500 feet of hydrogen gas. Besides its guide rope it upheld an aerial wire, the fundamental feature of the Marconi system, and it was kept in position by four stays. But before these could be fitted the balloon burst its rope and wire and sailed away.

On Wednesday Marconi sent up a silk and bamboo kite 9 feet square, which he succeeded in maintaining in midair for nearly four hours. It was explained that he did this to discover the velocity of the air currents, and to determine the feasibility of balloon ascensions.

He got up the kite on Thursday for a shorter period. On Friday the breeze was too stiff to admit of anything being done and on Saturday conditions were worse and he had to abandon work. Sympathy was general for him.

But on Saturday night Mr. Marconi himself gave out a brief simple statement of his achievement. In a word Marconi announced that he had solved the problem of wireless telegraphy across the Atlantic. Then he explained the process.

This spring the company which controls his invention for business purposes built at Poldhu, in Cornwall, the largest station of his system yet in existence. It is fitted with an electrical installation operating an instrument which sends out a force equal to thirty horse power.

This great current of electric fluid is discharged into the outer air by a giant conductor composed of twenty poles, each 210 feet high, and fitted with the aerial wires indispensable for the work, interwoven so that the current is given forth as a homogeneous whole. The power of this station is one hundred times greater than that of the ordinary Marconi stations for marine news; and the place was designed especially for new experiments covering a wide range of ocean.

The establishment cost \$60,000. It was partly blown down by the September gales on the British coast. It is now partly rebuilt, and before Mr. Marconi left England he prepared a plan by which the chances of trans-oceanic signalling could be elicited.

He instructed the electrician in charge of Poldhu to be prepared for the receipt of a certain cablegram from him. It would indicate that the inventor was ready with his apparatus here and that beginning the day after receiving the despatch the Poldhu man was to send for three hours daily, at five-minute intervals, signals according to the prearranged plan, the signals to be continued daily (Sundays excepted, until instructions to the contrary were received).

The day for beginning was Tuesday last, but that day the balloon blew off and nothing was accomplished. The hours were from 3 to 6 P. M., Greenwich time, corresponding here to from 11:30 A. M. to 2:30 P. M. The signals were the Morse characters, for the letter "S"—three dots, thus (...).

On Wednesday the first kite was got up and by its aid the aerial wire here was got into use. The result was that the Cornwall signals were received. They were distinctly noticeable by Mr. Marconi and his assistant, Mr. Kemp, both of whom took turns in watching for the ticks.

The better to distinguish them the two electricians had telephone attachments fixed to the receiver of the apparatus. For ordinary work a recorder is used, with a tape on which the dots and dashes of the Morse code are reproduced as quotations on a Stock Exchange ticker. The instrument is extremely sensitive, but in a case like the present, they were not to be depended upon to the extent that the human ear could be, the sensory auditory nerve giving results impossible to attain with any contrivance of an automatic character.

With the ear pieces against their ears the two watchers waited for the expected signals, and at 12:30 the first set of wave beats came, being repeated frequently for a little time. Again at 1:10 they were received, and once more were heard at 2:20. In the words of the inventor himself:

"A great number of the conventional signals which I had instructed Poldhu to send were received. They were distinct and unmistakable, and their frequency, regularity and strength convinced me that they were genuine."

On Friday they were received again at 1:30 P. M., but were not so good. This was attributed to the difficulties experienced in keeping up the kite and to the disturbances caused by the interference with the wires thereby. On Saturday a further attempt was made, but without success. Adverse weather conditions proved injurious, and three kites were broken.

Under these circumstances Mr. Marconi determined upon suspending further experiments until he was able to replace the kite with a pole, as the heavier wire he could suspend from a staff 200 feet high would give him more satisfactory and assured results than a slighter wire elevated 400 feet by a kite, but difficult to keep at that altitude.

Mr. Marconi himself does not pretend to have mastered the matter in its details. He willingly concedes that there is much respecting it which nobody knows or can give satisfactory explanations for. His most likely explanation of the phenomena of wireless telegraphy is that it is a sort of electric earthquake, which shakes up the natural electricity of the earth as a shock does the material electricity.

As he projects a current into his aerial wire, it effects the latent electricity in the surrounding atmosphere, agitating it and sending it radiating outward in all directions like the ripples on the surface of a pond when a stone is thrown into it. It has long been known that the atmosphere was charged with this latent electricity, but how to harness it for man's use was not realized until Marconi put his theories into practice.

The Marconi system does not admit of this being done yet to the fullest extent, but every day the store of knowledge of it is being widened and enlarged, and the most decided onward step was made by last week's experiment. To what future extent the main principles may be developed it is impossible to say at present.

Mr. Marconi gives these details as to wireless telegraphy. Fog is the ideal weather for his business. The humid atmosphere helps, he supposes. He finds that where it is possible to send 100 miles in clear weather, 110 miles is possible in fog.

To support the aerial wire the poles should be about two hundred feet high. Proximity to the sea is an advantage; why, is unknown.

He does not now signal with parabolic reflectors. With them it was only possible to signal between two positions within sight of each other, and the rays were stopped by the curvature of the earth.

His waves now radiate in all directions and are caught by the tuned instrument. They only affect a tuned radiator which is exactly in their tune. All steamers are tuned alike so that they can communicate with each other if in distress. Otherwise all stations are tuned differently.

Tuning means the frequency with which the electric shock goes up and down the

aerial wire. This varies from 100,000 times a second to 1,000,000 a second.

The system is available for about two-thirds of the distance on land that it is on the ocean. High hills do not constitute an obstacle, but the ground itself acts adversely. A high pole is needed, but it is not an advantage that it be a high hill. A low-lying spit near the ocean is best.

Mr. Marconi, while well pleased with the result of his experiments, evinces no undue elation at the fact. He is satisfied that the principles underlying all of his experiments in a minor manner have proved correct in this wonderful development.

It is merely requisite that sufficient power should be generated at one of his stations and projected into space for a message to be sent in time to the uttermost ends of the earth. It was inevitable that in an experimental process such as this was with the influence of an unstable kite, air currents and the like the signals should not be of an eminently satisfactory character.

It requires months of testing before a substantial enlargement of the scope of the system is possible and it will be so in this case more than ever, but the signals were conclusive. No other agency could deliver them except the Poldhu station, and the safeguards which Mr. Marconi had provided and which cannot, for business reasons, be given in detail, were such as to make a mistake impossible.

His chief assistant, Mr. Kemp, received the signals as well as Marconi, and they both agreed as to the genuineness of the message. With his characteristic modesty, Mr. Marconi refrains from outlining the possibilities which the future has in store for this discovery, contenting himself with the statement that ere many months he would be in a position to prove beyond any question of reasonable doubt that signalling between Cornwall and St. John's was an easy matter.

Whether it is possible to utilize for commercial purposes the lesson contained in the discovery is, of course, yet undetermined, but as only three years ago the limit of successful wireless signalling was about five miles and as last week messages were being sent between ships and stations 200 miles apart and as now readable signals, under exceptional conditions, of course, have been projected 1,800 miles, it is easy to see that but a short time must make transatlantic commercial telegraphing by the Marconi system an accomplished fact.

For practical purposes Mr. Marconi finds that a wire 200 feet high elevated by a pole, balloon or other contrivance is an ideal one for his purpose. After that, all he requires is abundant power for the expelling of the electricity and diffusion of these signals.

The curvature of the earth does not injuriously affect the message. It was thought so for a considerable period, but this experiment has proved the contrary.

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A more serious difficulty is the nature of the ground where the station is located. Some geogloical formations assist the apparatus, others minimize its value. It is possible on certain spots to communicate 200 miles, on others only 100 miles.

The presence of iron formation is injurious. The topographical variations by land cause friction, which lessens its force when a large area is operated on, and this is true to a smaller extent of the ocean, but power can be provided to overcome this, and Mr. Marconi is to add extra power to his Poldhu station, so that the signals may be transmitted across here with much more pronounced effect.

His assistants will remain to receive the signals; they cannot return them as they are not equipped with heavy batteries on this side, but there will be abundant proof supplied by the success of the series of experiments which Marconi will initiate in the near future to demonstrate what it will be possible to do when a sending station is set up in this vicinity.

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FINANCIAL.

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First issue of company
THE

Marconi Wireless Telegraph Co.

OF AMERICA

has been organized to control the Marconi system of wireless telegraphy and all inventions and patents relating thereto in the United States of America, and Cuba, Porto Rico, the Hawaiian Islands, the Philippine Islands, Alaska, the Aleutian Islands, and all ships under the American flag.

\$1,200,000

of the \$6,650,000 total Capital Stock of
MARCONI WIRELESS TELEGRAPH CO. OF AMERICA
is hereby offered at 65, par value 100.

THE ABOVE IS THE ONLY PUBLIC ISSUE THAT WILL BE MADE, AND SHARES WILL BE ALLOTTED IN THE ORDER APPLICATIONS ARE RECEIVED, BUT WE RESERVE THE RIGHT TO ALLOT OR REJECT ANY SUBSCRIPTION IN WHOLE OR IN PART.

Of this capital stock \$500,000 has been placed in the treasury of the Company for future requirements.

We offer the shares at \$65 each, but reserve the right to advance the price without notice.

Payments to be made:—

\$10 per share to accompany application, to be returned if shares are not allotted.

\$55 per share on allotment, when certificates will be issued by the Morton Trust Co.

E. ROLLINS MORSE & BRO.,

6 WALL ST., NEW YORK.
43 STATE ST., BOSTON.

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PLEASE TAKE NOTICE, that you are hereby requested to attend a special meeting of the directors of the MARCONI WIRELESS TELEGRAPH COMPANY OF AMERICA, to be held at the office of the Corporation Trust Company, 135 Broadway, in the Borough of Manhattan, New York City, on the 29th day of April, 1902, at 11 o'clock in the forenoon.

Dated, April 28th, 1902.

HORACE S. GOULD,

Secretary.

FINANCIAL.

FINANCIAL.

First Series of Company
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The Barry, which is the last of the three swift torpedo-boat destroyers built by Neafie & Levy for the Government, is 245 feet long by 23 feet beam, with powerful triple expansion engines. Thornycroft boilers will furnish the steam to drive her through the water at a speed of thirty knots. Like her sister ships, the Bainbridge and the Chauncey, she is built more for speed than strength. Her hull plates are so thin that a modern shell would pierce her easily. She carries no armor worth speaking about. The quarters for the crew will accommodate about a hundred men; while light and rapid-fire guns will comprise the batteries. She will also be fitted with torpedo tubes. The trial trips of the Barry, Bainbridge, and Chauncey will shortly take place over a Government course on Chesapeake Bay.

Aug. 1901

The Reading Club's Annual.

The gay event of the season at York Harbor was the ball given by the reading club in Lancaster Hall Friday evening. It is the annual occasion which calls out the swellest element in both cottage and hotel life, and every year the affair grows more popular and is carried out on an elaborate scale which shows to excellent advantage the social resources of this far-famed resort and the prestige it has attained among some of the most notable people in this country.

The reading club is an organization composed exclusively of summerites. It has existed for several years, and its list of members comprises many men of national fame. The club has just purchased the property at York Harbor which it had leased for so long a time; and this ball it may be said, celebrates in a sense the cherished desire the club has held for so long to possess a home of its own.

On the night of the ball nearly the entire building known as The Lancaster was devoted to the use of the club, the billiard parlors on the first floor being used as a supper room. The decorations of the hall were superb, being particularly effective by reason of the simplicity and naturalness of the scheme. The design was entirely the conception of Mr. C. J. Steedman of Providence, R. I., the chairman of the committee in charge of the affair. The predominating colors were crimson and yellow, and for floral and leaf decoration the forests and fields afforded an abundant supply of oak leaves, sunflowers, goldenrod and cat-o-nine tails.

The front of the stage where were seated the musicians, the Naval Band of Portsmouth consisting of twenty pieces, was filled in with a hedge row of oak leaves surmounted with sun-

flowers and goldenrod. A score of candles gave a pretty lighted effect to the stage. Overhanging the proscenium were festoons to either side of the stage strings of oak leaves, and on the front walls on both sides of the stage sixteen foot wreaths of oak leaves tied up with hugh bows of crimson and yellow.

Around the hall above the windows were more wreaths of oak leaves tied with similar colors, and along the gallery and above the entrance were also draped stringed oak leaves. The panels around the hall were concealed with oriental rugs and hangings and bunches of cat-o-nine tails, and in the corners of the hall were hugh sheaves of sunflowers.

At the center of the hall on the side to the right of the entrance was erected a huge canopy of oriental rugs and draperies, on either side of which were favor tables. Here the wives of the members of the governing board received, and the reception was one of prettiest features of the evening. The wives of the governing board are: Mrs Francis A Peters, Boston; Mrs Thomas Nelson Page, Washington; Mrs C J Steedman, Providence; Mrs J D J Kelley, New York; Mrs E H Siter, Philadelphia; Mrs J R Lee, New York; Mrs Duncan Hunter, Providence; Mrs Charlton Yarnall, Philadelphia.

At the favor tables were: Mrs Jos H McKenna, Washington; Mrs Henry Pierce, New York; Mrs A I. Mason, Boston; Mrs H F Lippitt, Providence; Mrs Mason Campbell, Philadelphia; Mrs E A Jackson, Baltimore; Mrs W B Brooks, Jr., Baltimore; Mrs J C Barr, Boston; Mrs T D DeRussy, New York; Mrs C R Spence, Baltimore; Mrs Horne, Pittsburg; Mrs Hazelhurst, Baltimore; Mrs James Thompson, Baltimore; Mrs J L Hodge, Miss Hodge, Washington; Miss Howe, Washington.

The favors were very pretty contrivances. The plan of dances was carried out in a manner different from that which is usually observed. There was no cotillon, but each lady and gentleman on arrival were presented with an envelope containing favor tickets. When a dance with favors was announced tickets were presented at the favor tables. The favor given in exchange could then be presented to a lady or gentlemen and the couple dance together as at a cotillon.

During the dancing the ball presented a most attractive scene. The ladies were most beautifully gowned, and the music was fine. In charge of the floor was Mr C J Steedman, assisted by Commander J D J Kelley, U S N, Mr Arthur N Rice of Boston; Mr Alex Chapin, Providence; Lieut A F Cassels, Washington; Mr Preston Davie, Louisville, Ky; Mr Edward Yarnall, Philadelphia.

Name THE SUN,
Address NEW YORK CITY.
Date DEC 2 - 1902

NEW YORK Y. C. SCHEDULE.

New Cup Defender Will Meet Constitution and Columbia on May 21.

At a special meeting of the New York Yacht Club, held at the clubhouse last night, the programme for next season's racing was arranged. The America's Cup races are to be sailed at the end of August, beginning on Aug. 20, and in order to give the 90-footers as much racing as possible it has been found necessary to begin the sport much earlier than usual, and the first race is scheduled for Thursday, May 21. This will be the first meeting of the Columbia, Constitution and the new boat and they will race on the Sound, off Glen Cove.

After three days' racing on the Sound the 90-footers will go to Newport for three more races. The cruise usually begins the first Monday in August, but next year the rendezvous will be at Glen Cove on Thursday, July 16. The yachts will cruise as far as Vineyard Haven and the Astor cups will be sailed for off Newport, as usual. After the cruise will come the trial races, which will be sailed off Newport on July 28 and 30 and Aug. 1. The programme is as follows:

May 21, Glen Cove, 90-footers; May 28, Glen Cove, 90-footers; May 25, Glen Cove, 90-footers; June 4, Newport, 90 footers; June 5, Newport, 90-footers; June 6, Newport, 90-footers; June 11, annual regatta; June 15, Glen Cove, cups; June 18, Newport, series; June 20, Newport, series; June 22, Newport, series.

Cruise—July 16, Rendezvous, Glen Cove; July 17, to Morris Cove; July 18, to New London; July 19, to New London; July 20, to Newport; July 21, Astor cups; July 22, to Vineyard Haven; July 23, to Newport; July 24, owl and gamecock colors.

July 28, Newport trial race; July 30, Newport trial race; Aug. 1, Newport trial race; Aug. 20 and every other day, America's Cup races; Sept. 17, Autumn cup, Glen Cove.

Commodore Ledyard presided at the meeting. The amendments to the racing rules which were passed at the last general meeting were passed again and the new rule of measurements is now in force for five years.

A committee consisting of ex-Commodore S. Nicholson Kane, T. A. Bronson, chairman of the House Committee; Rear-Admiral Erben, U. S. N.; Fordham Morris and Capt. J. D. J. Kelly, U. S. N., was appointed to give a series of lectures to be given in the club. The first of these will be given in January and the others will follow at intervals of three weeks until the opening of the racing season.

Messrs. Anson Phelps Stokes, Lloyd Phoenix and Robert E. Tod, the committee appointed at the last meeting to look into the question of having a cruise in West Indies waters this winter, reported that the cruise could not be arranged for this season.

MISS PECK WEDS MR. D. F. PHELPS, JR.

Quiet Wedding Celebrated
Yesterday at the Home of
Mrs. Kelley, Bride's Aunt.

TO CUBA FOR HONEYMOON

Owing to Recent Death in Bride's
Family Only Relatives and In-
timate Friends Invited.

Dec 18th 1902
There was a quiet wedding yesterday afternoon at the house of Mrs. J. D. Jerrold Kelley, No. 21 East Eighty-third street, when her niece, Miss Louise Gordon Peck, daughter of Mrs. Ernest Hamilton Peck, was married to Mr. Dudley Farley Phelps, Jr.

The bride, who was given away by her brother, Mr. Howard Morrell Peck, wore a gown of white crepe de Chine trimmed with duchess lace. Her veil, of tulle, was fastened with a coronet of orange blossoms and she carried a bouquet of lilies of the valley and white orchids.

The maid of honor was Miss Frances Gregory and the bridesmaids were Miss Louise Phelps, a sister of the bridegroom, and Miss Eleanor Dupignac.

Mr. Loring Townsend Hildreth was best man and the ushers were Messrs. Andrew Morison, Samuel P. Negus, J. B. Burnet and Samuel Waldron Cooke.

Owing to a recent death in the bride's family none but relatives and intimate friends were present. Mr. Phelps and his bride will sail to-day for Cuba. On their return next month they will live at No. 112 East Seventeenth street.

The New York Press

DAILY EDITION.

New York, Thursday, Dec. 18, 1902.

Another of yesterday's brides was Miss Louise Gordon Peck, daughter of Mrs. Ernest Hamilton Peck, who was married at 3 o'clock to Dudley Farley Phelps, Jr., in the home of her aunt, Mrs. J. D. Jerrold Kelley, No. 21 East Eighty-third street. She was dressed in white satin crepe de chine trimmed with duchess lace and wore a tulle veil. Her maid of honor, Miss France Gregory, was in white satin crepe de chine, and the bridesmaids, Miss Eleanor Dupignac and Miss Louise Phelps, the bridegroom's sister, wore deep cream colored frocks of crepe de chine. All wore picture hats and had bouquets of roses. Mr. Phelps's best man was Loring Townsend Hildreth, and the ushers were J. Burnet, Samuel W. Cook, Samuel P. Negus and Andre Morison. On account of a recent death in the bride's family only relatives and a few intimate friends were present at the ceremony, which was performed by the Rev. Dr. Ernest M. Stiles. It was followed by a small reception. Mr. Phelps and his bride will go to Cuba for their honeymoon.



New York Yacht Club
January 17, 1903

DEAR SIR :

The Committee on Lectures,—Ex-Commodore S. Nicholson Kane ;
Thomas Bronson, Chairman of the House Committee ; Fordham Morris ; Rear-
Admiral Henry Erben, U. S. N.; and Commander J. D. Jerrold Kelley, U.S.N.,
—announce the following programme.

January 22. Recent Improvements in Aids to Navigation

Captain WILLIAM M. FOLGER, U. S. N.
Inspector-in-charge, Third Light House District

February 5. Reminiscences of Navigation and Storms, and the Treat-
ment of Storms

Captain CHARLES D. SIGSBEE, U. S. N.
Chief of Bureau of Naval Intelligence, Navy Department

February 19. Recent Advances in Telescopic Astronomy

Professor G. M. RITCHEY, Chicago University, Yerkes Observatory

March 5. The United States Marine Corps

Major-General CHARLES HEYWOOD, U. S. M. C.

March 19. What the Hydrographic Bureau has done for our Maritime
and Commercial Interests

Commander W. H. H. SOUTHERLAND, U. S. N.
Chief of Hydrographic Office, Navy Department

April 2. Field Work of the Peary Arctic Club, 1898-1902

Commander ROBERT E. PEARY (U. S. N.), U. S. N.

April 16. An Evening with a Stereopticon ; Yachting, Ice-Yachting
and Hunting Wild Game

Ex-Rear-Commodore ARCHIBALD ROGERS, N. Y. Y. C.

April 30. Coaling Stations

Rear-Admiral ROYAL B. BRADFORD, U. S. N.
Chief of Bureau of Equipment, Navy Department

May 7. Yachting in the Caribbean

Ex-Vice-Commodore ANSON PHELPS STOKES, N. Y. Y. C.

May 14. Music

An Evening with the Commodore

Respectfully,

GEORGE A. CORMACK,
Secretary N. Y. Y. C.

*With Stereopticon Illustrations,
and commencing at nine o'clock.
On each Occasion a Member may
be accompanied by a Friend.*



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FLAGSHIP DIANA

Copy of Cable:- August 12, 1911.

"C. Ledyard Blair, Commodore,
New York Yacht Club,
Newport, R.I., U.S.A.

The King thanks you for your kindness in tele-
graphing the result of the race for the King's Cup,
and congratulates Mr. William E. Iselin upon his
victory.

Stamfordham."

Mr. J. D. J. Kelley

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His B. M. is quite ready, L.S

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Secretary's Office
New York Yacht Club
37-41 West 44th Street

New York Feb 12 1903

Dear Sir

I have the honor to inform you that at
the last meeting of the New York Yacht Club you
were duly elected a member of
the House Committee

Yours truly

G. A. Brown
Secretary

Mr. J. D. J. Kelley

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82

THE undersigned announce the sale of the paintings of the late JOHN H. TWACHTMAN, to take place at the AMERICAN ART GALLERIES on the evening of Tuesday, March 24th, 1903, at eight o'clock. The exhibition opening on Thursday, March 19th.

The Exhibition and Sale are under the auspices of the following Committee:

Mr. THOMAS B. CLARKE
CHARLES L. FREER
JOHN GELLATLY
J. D. J. KELLEY
DAVID A. MUNRO
HENRY W. POOR
STANFORD WHITE
AUGUSTUS ST. GAUDENS

and Mr. Twachtman's associates with whom he has exhibited during the last few years:

J. ALDEN WEIR
EDMUND C. TARBELL
EDWARD SIMMONS
ROBERT REID
WILLARD L. METCALF
CHILDE HASSAM
THOMAS W. DEWING
JOSEPH DE CAMP
FRANK BENSON

WEDNESDAY, MARCH 25

TWACHTMAN PICTURES, \$16,610

ARTISTS AMONG THE BUYERS, TO ART STUDENTS' APPLAUSE.

Everybody Anxious to Get One of the Late Painter's Works, and Their Sale Was Successful to a Degree He Never Saw in His Lifetime—Top Price \$500.

Ninety-eight works of the late J. H. Twachtman, in oil, water color and pastel, selected from his studio and offered at auction under the auspices of a number of his admirers and associates, were sold in the American Art Galleries last evening by Thomas E. Kirby for \$16,610.

Modest as the total is the sale was successful in an unexpected degree. While he lived Mr. Twachtman was appreciated in words by those who had only words to bestow; he was admired by many as a man who saw nature in a rare delicacy of beauty; but he offered some of his works at auction and only the small-change compartment of purses was opened.

Last night, when his friends put up his pictures, buyers were more liberal, and the last picture up was competed for most persistently of all, not apparently because it was held in highest regard, but rather, as it seemed, because some bidders desired not to miss the opportunity to buy a Twachtman.

The sales gallery was crowded to overflowing. Mr. Kirby was obliged once to stop the sale to order back people who wanted to stand in the aisles. More persons stood in adjoining galleries than could possibly get a look through the doorways at the pictures, and among these were buyers.

Artists and their wives were in the audience, along with the men and women who buy their works, and the artists were buyers this time. Whole rows of art students of the city made the occasion unusual by their attendance, in more or less artistic habits, the girls removing their hats, and they were generous in their applause of the impressions Mr. Twachtman had fixed on canvas and paper. They crowded out some bidders, but they demonstrated their regard for art and Twachtman.

Among the well-known people present, most of whom were purchasers, were J. Alden Weir, Childre Hassam, Robert Reid, Stanford White, the Rev. Dr. W. S. Rainsford, Thomas B. Clarke, William T. Evans, John Gellatly, Dr. Allan McLane Hamilton, Walter Shirlaw, Whitney Warren, George Francis Train and Charles L. Freer.

Some of the women bidders were so eager that Mr. Kirby gallantly had to assure them that he would not let them bid against themselves.

His "Oh! I'll keep you straight, madam," was the signal for general laughter. But he kept his promise and the women got their share of the pictures. Dealers took very few of the canvases.

One of the paintings which drew applause from students, artists and others, brought the highest price paid up to the offering of that lot (No. 59), and was bought by Charles L. Freer of Detroit, for \$500, which remained the high figure until the final lot.

The pictures sold, the names of their purchasers and the prices paid for them follow:

| | |
|---|------|
| 1—"Wind Mill;" Charles L. Freer..... | \$50 |
| 2—"Cloud Shadows;" John Gellatly..... | 75 |
| 3—"Boat Landing;" Charles Kelly..... | 45 |
| 4—"The Red Maple;" E. A. Rorke..... | 80 |
| 5—"End of the Pier;" J. Alden Weir..... | 50 |
| 6—"Village Inn" (water color); G. F. Munn..... | 80 |
| 7—"Turn of the Road;" R. Block..... | 50 |
| 8—"Mountain Tops;" Yellowstone series; G. Schlimer..... | 185 |
| 9—"Normandy River;" J. Harsen Rhoades..... | 285 |
| 10—"Changing Shadows;" J. N. Fenn..... | 75 |
| 11—"Snow Storm;" Cottler & Co..... | 410 |
| 12—"Feeding the Chickens;" G. D. Pratt..... | 70 |
| 13—"Inner Harbor, Gloucester;" Tooth & Sons..... | 410 |
| 14—"Coal Wharf;" Mrs. F. A. Dow..... | 80 |
| 15—"A Street;" Mrs. Bosworth..... | 50 |
| 16—"Morning Haze;" W. H. Bliss..... | 140 |
| 17—"Under the Wharves;" J. Alden Weir..... | 75 |
| 18—"My Summer Studio;" Cottler & Co..... | 150 |
| 19—"Waterfall;" Yellowstone series; E. A. Rorke..... | 110 |
| 20—"The Elms;" H. D. Crawley..... | 350 |
| 21—"Grinnell Wharf;" Robert Reid..... | 50 |
| 22—"The Old Gate" (pastel); Mrs. Williams..... | 210 |
| 23—"The Little White Bridge" (pastel); J. N. Fenn..... | 75 |
| 24—"The Arbor, Venice" (pastel); Stanford White..... | 50 |
| 25—"The Pasture" (pastel); Mrs. Williams..... | 110 |
| 26—"August Haze;" Robert Reid..... | 140 |
| 27—"Spring Freshet;" W. H. Bliss..... | 400 |
| 28—"Winter" (water color); Cottler & Co..... | 100 |
| 29—"Pink Phlox;" J. Alden Weir..... | 270 |
| 30—"The Valley;" Dr. W. S. Rainsford..... | 240 |
| 31—"Willows and Golden Rod;" W. H. Bliss..... | 270 |
| 32—"House in the Valley;" R. A. Church..... | 75 |
| 33—"Spar Yard;" J. Alden Weir..... | 55 |
| 34—"Salt Wharf;" J. Gellatly..... | 50 |
| 35—"Rainy Day;" Mrs. F. Pomeroy..... | 60 |
| 36—"At the Wharf;" W. H. Harrison..... | 65 |
| 37—"Melting Snow;" Miss Carola C. Haynes..... | 310 |
| 38—"Wonsen's Wharf;" Mrs. G. F. Dow..... | 80 |
| 39—"Niagara, Winter;" W. T. Evans..... | 230 |
| 40—"Summer Day;" C. H. Aldrich..... | 95 |
| 41—"The Frozen Brook;" A. T. Humphreys..... | 440 |
| 42—"Upland Pastures;" W. M. Clancy..... | 290 |
| 43—"Reflections;" George J. Macdonald..... | 400 |
| 44—"Wild Flowers" (pastel); J. Alden Weir..... | 200 |
| 45—"The Brook" (pastel); J. Kimball..... | 75 |
| 46—"Pelham's House" (pastel); Charles L. Freer..... | 45 |
| 47—"Meadow Flowers" (pastel); Stanford White..... | 170 |
| 48—"Road Over the Hill;" E. A. Rorke..... | 160 |
| 49—"A Pool;" Yellowstone Series; W. M. Clancy..... | 85 |
| 50—"Bridge in Winter;" Tooth & Sons..... | 250 |
| 51—"The Snow-Bound Stream;" C. Elliot..... | 310 |
| 52—"Afternoon;" E. A. Rorke..... | 100 |
| 53—"The Bridge" (pastel); Mrs. H. B. Fuller..... | 50 |
| 54—"The New Arrival;" L. L. Kane..... | 100 |
| 55—"Boats at Anchor;" B. Kimball..... | 70 |
| 56—"The Selnors;" Mrs. W. C. Bryant..... | 65 |
| 57—"Ferry Landing;" Mrs. Williams..... | 105 |
| 58—"The Frozen Brook;" E. A. Rorke..... | 350 |
| 59—"Drying Sails;" Charles L. Freer..... | 500 |
| 60—"The Grey Day;" E. A. Rorke..... | 120 |
| 61—"An Old Wharf;" G. D. Pratt..... | 100 |
| 62—"Across the Harbor;" Cottler & Co..... | 230 |
| 63—"Dory Shop;" Cottler & Co..... | 50 |
| 64—"Harbor View;" J. Alden Weir..... | 75 |
| 65—"The Mackerel Boats;" Mrs. R. C. Velt..... | 100 |
| 66—"End of the Rain;" A. Tucker..... | 135 |
| 67—"Bleekford's Float;" G. L. Baugh..... | 65 |
| 68—"Off the Holland Coast;" C. W. Sterling..... | 110 |
| 69—"Near Ostend;" J. Harsen Rhoades..... | 110 |
| 70—"The Mill in Winter;" E. A. Rorke..... | 150 |
| 71—"In the Yellowstone Park;" Stanford White..... | 100 |
| 72—"Balcony in Winter;" Cottler & Co..... | 320 |
| 73—"The Hidden Pool;" E. A. Rorke..... | 200 |
| 74—"By the Brook;" pastel; Charles L. Freer..... | 60 |
| 75—"White Dories;" Cottler & Co..... | 170 |
| 76—"Grey Day;" E. L. Ferguson..... | 50 |
| 77—"Foster's Wharf;" G. F. Dow..... | 55 |
| 78—"On the Ways;" H. A. Pomeroy..... | 70 |
| 79—"Lilac Bushes in Winter;" Mrs. Williams..... | 280 |
| 80—"The Old Well;" Fielding..... | 250 |
| 81—"Colorado;" Yellowstone Series; E. A. Rorke..... | 180 |
| 82—"In the Sunshine;" J. Gellatly..... | 230 |
| 83—"The Pier;" W. L. Carrigan..... | 260 |
| 84—"The Pond;" R. Oppenheim..... | 165 |
| 85—"The Cascade in Spring;" M. Mott..... | 250 |
| 86—"The Porch;" C. R. L. Putnam..... | 150 |
| 87—"The Brook;" pastel; G. L. Freer..... | 80 |
| 88—"Round Hill Road;" pastel; H. A. Pomeroy..... | 55 |
| 89—"Sails in Shadow;" Cottler & Co..... | 120 |
| 90—"Main Street, Gloucester;" H. A. Pomeroy..... | 120 |

actually paid at the current market rates of its securities is \$67 per ton, or \$74,600,000 in all. That is the Wall street estimate of the present value of Mr. Morgan's ambitious attempt to rule the seas.

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| eroy..... | 70 |
| 91—"Sailing;" A. B. Paine..... | 280 |
| 92—"The Waterfall;" John Gellatly..... | 300 |
| 93—"Deserted Wharf;" E. A. Rorke..... | 140 |
| 94—"First Leaves;" J. L. Eddy..... | 300 |
| 95—"Hemlocks;" J. Gellatly..... | 420 |
| 96—"The Green Sloop;" N. Brandon..... | 200 |
| 97—"Early Morning;" E. S. Hawse..... | 210 |
| 98—"Niagara;" Miss S. F. Henderson..... | 510 |
| Total..... | \$16,610 |

Commander J. D. J. Kelley of the navy writes of the great Steamship Combine. His attitude is distinctly favorable, on the ground of the various economies which combination makes possible, more rational dates and intervals of sailing, etc. His arguments as to the impossibility of monopoly in the ocean trade lead one to wish for a good working definition of monopoly for use in such discussions. As the "monopoly" known to the strait-laced etymologist is always proved to be an impossibility, and as something really exists which the masses persist in calling monopoly, some practical understanding seems necessary to rational progress in debate.

*Evening Post
Century, prepared April 24, 1903*

MAY 3, 1903 THE WORLD: SU

MR. MORGAN'S FAILURE.

"These are our failures," drawled Beau Brummel, languidly indicating the crumpled ties his valet was removing. "This," Mr. Morgan might say of his Shipping Trust, "is my failure." But it is doubtful if he could rival the Brummel philosophy. For the failure is a gigantic one—not a check as in the Northern Securities decree, but a checkmate.

It was the mastery of the sea at which Morgan aimed. What he has achieved is shown elsewhere in The World to-day. The common stock of his company sells at 11 in the Street. Its German competitors are more prosperous by far than when it was formed. Its chief British rival, with unexampled aid from the Government, is preparing to surpass the world in two new fast ships. Worst of all, possibly, from the trust-maker's view-point, the \$27,500,000 of promoters' paper profits—a sum at which the financial world stood agghast—are worth in the market only about \$3,000,000, most of which is "undigested" and indigestible.

Commander J. D. J. Kelley, in his friendly article in the Century on the Shipping Trust, gives the cost of building new "efficient steamers (not tramps)" in the United States at "from \$70 to \$110 per ton for freighters, and from \$110 to \$200 per ton for fast craft." For shipping built in Great Britain at even cheaper rates, most of it in freighters and very little of it new, the trust has paid or tried to pay \$155 per ton. What it has

Office of
Mr. Sydney Rosenfel
35 W 21st. St.

Lieut. Commander Kelly,

Dear Sir:-

You have be
Society, the permanen
way.

You may send your application to me at
(35 W. 21st St.) at your earliest convenience.

There will be a meeting of the
next Sunday evening, 10:30 p.m.
noted speakers on the

There is already a "Three new bus", and
overflowing house.

I enclose you a copy of the report of the
use. Otherwise will

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Office of
Mr. Sydney Rosenfeld
35 W 21st. St.

May 13, 1903.

Lieut. Commander Kelly, U. S. N.,
21 E. 83rd St.,
New York City.

Dear Sir:-

You have been enrolled a member of the National Art Theatre Society, the permanent offices of which are to be located at 1440 Broadway.

You may send me your first annual dues (\$2) to my office (35 W. 21st St.) at your earliest convenience.

There will be a public conference held at the Garrick Theatre next Sunday evening, at which Mr. Joseph Jefferson will join with other noted speakers on the subject of an endowed theatre.

There is already a large demand for places, and we expect an overflowing house.

I enclose you two ^{Complimentary} seats of which I trust you will make good use. Otherwise will you kindly return them?

Very sincerely yours,

Sydney Rosenfeld

Corresponding Sec'y.

PROPOSED DEED OF
THE AMERICAN AND
S

The race for the
States Naval Academy Alumni
yearly, when practicable,
Commanders-in-Chief of the
North American Squadrons.

The race will be
and a United States port,
be given to West Indian wa



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PROPOSED DEED OF GIFT FOR CHALLENGE CUP BETWEEN
THE AMERICAN AND BRITISH TWELVE OARED MAN-OF-WAR
SERVICE CUTTERS.

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ARTICLE ONE.

The race for the Challenge Cup presented by the United States Naval Academy Alumni Association of New York will be held yearly, when practicable, under the ~~auspices and patronage~~ ^{auspices} of the Commanders-in-Chief of the United States North Atlantic and British North American Squadrons.

ARTICLE TWO.

The race will be held each alternate year in a British and a United States port, circumstances permitting, preference to be given to West Indian waters.

ARTICLE THREE.

Each squadron will furnish a representative boat, and the boat's crew will be composed of men belonging to any rating in a ship's company; i. e. any enlisted man. ~~Each boat to carry an officer.~~ ^{shall} ~~The boat crews will be composed of men belonging to one ship and will not be made up from the~~ ^{different ships of the Squadron} ARTICLE FOUR. ~~Each boat to carry an officer.~~ ^{shall}

The boats entered for this race ^{shall} be dockyard built, square stern, service cutters thirty (30) feet in length, twelve (12) oars; two (2) men on each thwart; square oarlocks; oars to be of service pattern.

ARTICLE FIVE.

The course for this race ^{shall} be straight-away four (4) miles, with a line of separate buoys for each boat, located a sufficient distance apart to prevent fouling. A representative of each boat will toss for choice of position.

ARTICLE SIX.

All preliminary rules and necessary details not set down in these articles, will be settled between the respective Com-

manders-in Chief of the station, who will appoint a joint Race Committee of officers to draw up these rules and arrange these details.

ARTICLE SEVEN.

of New York
As it is the intention of the United States Naval Academy Alumni Association, presenting this cup, to promote a friendly rivalry in sport and to maintain and cultivate the cordial relations already existing between the two services, it is requested that the officers having charge of the managing of these races will do their utmost to attain these views, and are requested to use their good offices to settle amicably all differences which may arise, in accordance with the intention of the donors.

ARTICLE EIGHT.

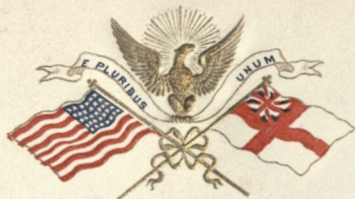
Should it be discovered, during the progress of these races that amendments to the Deed of Gift are essential or necessary in order to execute the wishes of the donors, such amendments, if mutually agreed upon by representatives of both services, ~~shall~~ *an* be accepted by the President of the Naval Alumni Association of New York. *shall be accepted*

ARTICLE NINE.

On Before any proceedings are undertaken under this Deed of Gift, the permission of the respective American and British Naval Authorities shall be obtained, and the Naval Authorities of each country will be requested to notify their respective Commander-in-Chief of the British North American Squadron and the United States North Atlantic Squadron of such consent.

ARTICLE ~~TEN~~ Nine

the In case of any ~~interruption~~ *omission* of any annual contest, the last winner of the cup will retain possession until the next contest. The Cup ~~will~~ *shall* always remain in the custody of one of the squadrons mentioned in Article eight, and ~~will~~ *shall* not be carried beyond the limits of the respective stations. *Should an annual contest be for any reason omitted, the last winner of the cup shall retain possession until the next contest, subject to the condition that if a period of three years shall elapse without any race, the cup shall be returned by its actual custodian to the President of the Alumni Association of New York.*



*The Enlisted Men
of the North Atlantic Fleet
request the pleasure of the presence of
Commander Kelley
as a guest at the Dinner and Smoker
given in honor of the
Enlisted Men of the British Second Cruiser Squadron
Stauch's Palace, Coney Island, New York
November thirteenth, nineteen hundred and five
six thirty o'clock, P.M.*

*R.S.V.P. to the Flag Secretary
U.S.F.S. Maine*



Commander Kelley

Luncheon with Admiral Brownson
on board West Virginia Sat. Nov. 18, 1905 N.Y.

Sec. 19

Row D

No. 3

GRAND STAND

CARLISLE

vs.

WEST POINT

NOVEMBER 11, 1905

NEW
YORK



1905

AT
DELMONTE & CO'S

DINNER
TO
REAR ADMIRAL
H S H
PRINCE LOUIS
OF BATTENBERG
GCB ADC
AND THE
Officers of the
BRITISH FLEET
Squadron

20
W
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B
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I



BY THE
US NAVAL ACADEMY
ALUMNI
ASSOCIATION
OF
NEW YORK



OCT 24 1905
74252

THE METROPOLITAN MUSEUM OF ART
FIFTIETH ANNIVERSARY EXHIBITION
PLEASE PRESENT THIS CARD OF ADMITTANCE
AT THE FIFTH AVENUE ENTRANCE AT EIGHTY-
SECOND STREET AND AT THE ENTRANCE TO
THE GALLERY ON FRIDAY AFTERNOON, MAY
SEVENTH, NINETEEN HUNDRED & TWENTY.

FRENCH INSTITUTE IN THE UNITED STATES
ARTS SCIENCES BELLES-LETTRES

MUSEUM OF FRENCH ART

599 FIFTH AVENUE

New York City

Office of the Board of Trustees

The Executive Committee of the Museum of French Art
requests the honor of electing you a member
Life or Annual

The Committee on Members

Mrs Charles B Alexander

Mrs Francis McNeil Bacon

Mr William H Crocker

Mrs Hamilton Fish

Miss Bell Gurnee

Mr William D Guthrie

Miss Elizabeth Stewart Hamilton

Mrs E H Harriman

Miss Marie La Montagne

Mr Walter S Maynard

Mrs George B Post Jr

Mr Karrick Riggs

Mrs William G Rockefeller

Mr Charles E Sampson

Mrs Herbert L Satterlee

Comtesse de Laugier Villars

Mr Lloyd Warren

Mrs Harry Payne Whitney

Mr George W Wickersham

Mr Grenville Lindall Winthrop

Mr Orme Wilson

To the Executive Secretary of the Museum of French Art

599 Fifth Avenue

New York City

Dear Sir

In response to the invitation of the Executive Committee
I hereby accept the proposed election and enclose check
for.....membership

Yours truly

Name

Address

Telephone

Life Membership \$100.00

Annual Membership 10.00

Checks payable to the
Museum of French Art

Date

SO OF
E ART
E WITH LADIES
TE
Y
SEUM
VENTH
ENTY
CK

13.11.00

Dear Commander,
I was delighted to
see dear old Bunny again
& to learn from him that
you may probably come
over abt the New Year.

I do hope you will, &
let me know when you
are coming. Maethugh
is very well & sends greeting.

Kind regards to everyone
Yours sincerely

Eddie to Page



REQUES

F
RT
WITH LADIES
M
NTH
Y

POST CARD.

THE ADDRESS ONLY TO BE WRITTEN ON THIS SIDE.



Commander. J. D. J. Kelly
U. S. N.

"Herald" Office
Herald Sq.

U. S. A. New York City.

T
REQUEST T
ON

THE PRESIDENT AND TRUSTEES OF
THE METROPOLITAN MUSEUM OF ART
REQUEST THE HONOUR OF YOUR PRESENCE WITH LADIES
AT A PRIVATE VIEW OF
THE EXHIBITION
ARRANGED TO COMMEMORATE
THE FIFTIETH ANNIVERSARY
OF THE FOUNDING OF THE MUSEUM
ON FRIDAY AFTERNOON, MAY SEVENTH
NINETEEN HUNDRED AND TWENTY
FROM TWO UNTIL SIX O'CLOCK

Commander Kelly:---

Rear Admiral Huse to-day forwarded his best regards to you and requested that you visit him on board the flag-ship of the train "Columbia." To quote his exact words the Rear Admiral said: "Tell Commander Kelly that he is welcome at any time on any ship to which I am attached." He is however, very anxious to entertain you while the North Atlantic fleet is in the

Hudson River.

Ruttenber,

City Department.

July 10, 1919

HIS HONOR, THE MAYOR, THE POLICE
COMMISSIONER AND DEPUTY COMMISSIONERS
WILL HOLD A RECEPTION AT THE POLICE
CLUB, 145 RIVERSIDE DRIVE, IMMEDIATELY
FOLLOWING THE TERMINATION OF THE POLICE
PARADE, TO WHICH YOU ARE CORDIALLY
INVITED.

TAKE ONE OF THE AUTOMOBILES WHICH
WILL BE STATIONED AT THE REVIEWING
STAND.

92.
Navy Department,
Office of the Secretary,
Washington.

October 14th 1895.

My dear Kelley,

I am directed by
the Secretary of the Navy
to request you to respond
to the toast "The Navy,"
at a luncheon, to be
given by the Newport
News Shipbuilding and
Dry Dock Company at
their shipyard, Newport
News, Va, on Saturday next

92.
Give you the list so that you may know
what is expected to happen.

The Mayors of Nashville & Wilmington have
not, as yet, been heard from; nor The Gov.
of Virginia. In case they cannot be present
others will be invited.

The Secretary and all your friends hope
that you may be in fine condition
and put forth one of your best
efforts.

Mrs. Reaney joins me in best regards
for Mrs. Kelley and yourself.

I would be glad to have your accept-
ance sent by mine.

Excuse scrawl. I have my hands
full. Very sincerely yours.

L. L. Reaney,
Lieutenant-Commander U. S. Mrs. Kelley & Thym.

J. D. J. Kelley, Va.

92.
October 19th 1895, after the
launch of the gunboats
"Nashville" & "Wilmington".

The following are the
toasts - if present plans
can be carried out: -

The President - Secretary Herbert.
Old Dominion - Governor of Virginia
The Navy - Lt. Comdr. J. D. J. Kelley.
Newport News Shipbuilding & Dry Dock Co.
- Mr. C. B. Arcutt. Presdt. of the Co.
Nashville - The Mayor of Nashville
Wilmington - " " " Wilmington.

The above order has not
been decided upon. I simply

York, N.Y.

1905

Dear Sir,

I am pleased to hear that you are
of opinion as I am, that the
invitation and the right of
the society has been given
and will now give the society
as far as I am concerned to
the invitation to the
I shall be most obliged to you if
about N.Y. of the above giving a

Drake" on
I be kind
and members

is limited,
in

list of
and daughter

Very truly
yours

believe

Wm. L. D. Ketter

Y

"Drake", at New York.

November 9th 1905.

Dear Sir

I am giving a ball onboard my flagship the "Drake" on the 14th inst, and I am writing to ask you if you will be kind enough to help me with the invitations for the principal members of the Press and their wives and daughters.

Being given onboard ship you will understand that space is limited, but at the same time I wish as far as possible to include in list of invitations prominent people of all branches.

I shall be most obliged to you if you would send me a list of about 4 or 5 of the above giving a list of their wives and daughters

believe me,

Yours faithfully,

Comdr J.D.J. Kelley.

256 83rd Street.

N.Y.

Louis Patterson

Rear Admiral.

94.
Governing Committee:

REAR ADM. HENRY ERBEN
REAR ADM. A. S. BARKER
REAR ADM. JOSEPH B. COGHLAN
CAPT. JOSEPH N. HEMPHILL
CAPT. D. DELEHANTY
COMDR. J. D. J. KELLEY
COMDR. AARON WARD
NAVAL CONSTR W. J. BAXTER
LIEUT. COMDR. E. W. EBERLE
MR. S. NICHOLSON KANE
MR. M. B. FIELD
MR. J. W. MILLER
MR. E. J. BERWIND
MR. T. C. WOOD
MR. BENJ. H. WARREN
MR. LEWIS NIXON
MR. W. R. ADDICKS
REV. DR. CYRUS TOWNSEND BRADY
MR. C. L. POOR

United States Naval Academy Alumni Association of New York

ROBERT M. THOMPSON, PRESIDENT
REAR ADM. F. J. HIGGINSON, VICE-PRESIDENT
W. B. DUNCAN, JR., TREASURER
W. H. STAYTON, SECRETARY

PRESIDENT'S OFFICE, 43 EXCHANGE PLACE

NEW YORK,

Please display this badge prominently

It admits to the *1st* luncheon on Board the "C. W. Morse".

It is your railway ticket on the train leaving West Point at *5.30*

Kindly move promptly at the call for luncheon, and at train time.

State Room No. *390* is the place to leave your wraps
when you come on board the boat.

LUNCH
ON BOARD THE
C. W. MORSE
FIRST SITTING
11.30 A.M.
TABLE
SEAT

Sady

95
Governing Committee:

REAR ADM. HENRY ERBEN
REAR ADM. A. S. BARKER
REAR ADM. JOSEPH B. COGHLAN
CAPT. JOSEPH N. HEMPHILL
CAPT. D. DELEHANTY
COMDR. J. D. J. KELLEY
COMDR. AARON WARD
NAVAL CONSTR W. J. BAXTER
LIEUT. COMDR. E. W. EBERLE
MR. S. NICHOLSON KANE
MR. M. B. FIELD
MR. J. W. MILLER
MR. E. J. BERWIND
MR. T. C. WOOD
MR. BENJ. H. WARREN
MR. LEWIS NIXON
MR. W. R. ADDICKS
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W. B. DUNCAN, JR., TREASURER
W. H. STAYTON, SECRETARY

PRESIDENT'S OFFICE, 43 EXCHANGE PLACE

NEW YORK,

It is proposed to arrange for a special train over the Pennsylvania Railroad, for the annual Football Game between the teams of Annapolis and West Point at Princeton on Saturday, December 2, 1905.

You are requested, if you wish to take advantage of this arrangement, to notify C. Van Brunt, 43 Exchange Place, New York, on or before November 18, 1905, as to your desire and the number of train tickets you will need, also whether seats in the parlor car or day coach are wanted. After this date no tickets can be procured for the train.

The price of tickets to Princeton and return will be \$2.15 not including seat in parlor car.

The above does not refer to tickets for the game, but transportation to and from Princeton only

94.

050121

REAR AD
REAR AD
REAR AD
CAPT. JO
CAPT. D
COMDR.
COMDR.
NAVAL C
LIEUT. C
MR. S.
MR. M.
MR. J. V
MR. E. J
MR. T. C
MR. BEN
MR. LEV
MR. W.
REV. DR
MR. C. E

96.

Page 3.

97.

" The cork screw is might

Oysters

---c---

~~SOUPS~~

Consomme Britan
Bisque of lobster

---c---

~~SIDE DISHES~~

Radishes, Olives

---c---

~~FISH~~

Aiguillettes of bass
Cucumbers
Persillade petas

" The cork screw is mightier than the pen "

Oysters

---c---

~~SOUPS~~

Consomme Britania
Bisque of lobster

---c---

~~SIDE DISHES~~

Radishes, Olives, Celery,

---c---

~~FISH~~

Aiguillettes of bass Venitienne
Cucumbers
Persillade potatoes

---c---

Saddle of mutton English style
Brussels sprouts

---c---

Sweet bread Montebello
French peas

---c---

Sherbet with Kirsch

---c---

Partridge bread sauce
Lettuce salad

---c---

~~SWEETS~~

" Drink a measure the table round.

Macbeth

3rd card - front

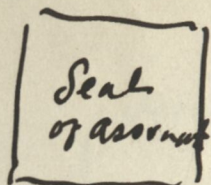
1st Page

"Prepare for mirth, for mirth becomes a feast"

5057

- 10 ital ital

~~Knives~~ ~~Pericles~~



~~The Naval~~

~~The United States Naval Academy~~
~~Alumni Association of New York.~~

Rear Admiral

Dinner to Prince Louis of Battenberg, R.N.,
G.C.B., A.D.C.

and to the Commanding & other officers
of the

Second Cruiser Squadron, British Atlantic Fleet.

Delmonico

November 10th 1905

1st card

(page 2)

10 ital

~~To write~~
"How you captains, are you not at leisure"
- Henry VI

(Scribe & monogram)
of Mucedon

"The moon on the ocean was dommed by a ripple
Affording a chequer'd delight
The gay golly tars passed the word for the tipple
And the toast, for 'twas Saturday night:
Some sweetheart or wife, that he loved as his life
Tack'd and ask'd while he muck'd he could hail her
But the standing toast that pleased the most
Was - The wine that ^{blows} goes
The ship that goes
And the land that loves a sailor."

Charles Dibdin
Dibdin

"Present with hath presents laughter
What's to come is still unsure"
Penciles

2

2nd card

"An honest tale speeds best being plainly told"

Richard III.

The President

His Majesty King Edward VII

Colonel R. M. Thompson

12

10

Our Guests

"To thee & thy company I bid a hearty welcome"

Tempest

Rear Admiral A.D. Evans R.N.

Response by Rear Admiral Prince Louis of Battenberg - R.N.

10

The continued friendship of the English speaking races

"And say a soldier told thee" All's well.

General Horace Porter

10

West Point

"Most military Sir, salutation!"

Lines Latin text

Brig. General Albert L. Mills USA

10

Streets and waves.

"A sailor's wife had chestnut"

Michette

Rear Admiral J.B. Coghlan R.N.

10

"Fare you well until we shall meet again"

Merchant of Venice

3rd card - back.



THE AMERICAN ACADEMY OF ARTS AND LETTERS
AND
THE NATIONAL INSTITUTE OF ARTS AND LETTERS

REQUEST THE PRESENCE OF

Commander En Mrs. J. D. Ferrolld Kelley

AT A MEETING IN HONOR OF

WILLIAM DEAN HOWELLS

PRESIDENT OF THE ACADEMY

FROM ITS INCEPTION TO THE DATE OF HIS DEATH

MAY ELEVENTH, NINETEEN HUNDRED AND TWENTY

TO BE HELD ON

THE EIGHTY-FOURTH ANNIVERSARY OF HIS BIRTH

TUESDAY, MARCH FIRST, NINETEEN HUNDRED AND TWENTY-ONE

AT FOUR O'CLOCK

IN THE STUART GALLERY OF THE NEW YORK PUBLIC LIBRARY

FIFTH AVENUE AND FORTY-SECOND STREET

BY SPECIAL INVITATION OF THE TRUSTEES

KINDLY SEND REPLY TO
MR. HAMLIN GARLAND
ACTING SECRETARY OF THE ACADEMY
347 MADISON AVENUE, NEW YORK

—
A CARD OF ADMISSION WILL BE SENT
UPON RECEIPT OF ACCEPTANCE



HOPE

WE sailed and sailed upon the desert sea
Where for whole days we alone seemed to be.
At last we saw a dim, vague line arise
Between the empty billows and the skies,
That grew and grew until it wore the shape
Of cove and inlet, promontory and cape;
Then hills and valleys, rivers, fields, and woods,
Steeple and roofs, and village neighborhoods.
And then I thought, "Sometime I shall embark
Upon a sea more desert and more dark
Than ever this was, and between the skies
And empty billows I shall see arise
Another world out of that waste and lapse,
Like yonder land. Perhaps—perhaps—perhaps!"

William Dean Howells

PROGRAMME

ADDRESS

WILLIAM MILLIGAN SLOANE

President of the Academy

GREETINGS FROM OTHER COUNTRIES

HAMLIN GARLAND

Acting Secretary of the Academy

HOWELLS THE NOVELIST

ROBERT GRANT

*President of the Institute
and Member of the Academy*

HOWELLS THE DRAMATIST

AUGUSTUS THOMAS

Member of the Academy

HOWELLS THE ESSAYIST

WILLIAM ALLEN WHITE

Member of the Institute

HOWELLS THE HUMORIST

JESSE LYNCH WILLIAMS

Member of the Institute

HOWELLS THE WRITER

BRANDER MATTHEWS

Chancellor of the Academy

THE TRAVELER FROM ALTRURIA

HENRY VAN DYKE

Member of the Academy

97.
"Prepare for mirth, for mirth becomes a feast"

— Pericles



United States Naval Academy
Alumni Association of New York

Dinner to
Rear Admiral Prince Louis of Battenberg
G.C.B., A.D.C.

and to the
Commanding and other Officers of the
Second Cruiser Squadron, British Atlantic Fleet

Delmonico's
Friday, November the tenth
Nineteen hundred and five

“Hear you, captains, are you not at leisure?”

— Henry VI



“The moon on the ocean was dimmed by a ripple,
Affording a chequer'd delight;
The gay, jolly tars passed the word for the tippie
And the toast, for 'twas Saturday night:
Some sweetheart or wife, that he loved as his life,
Each drank, while he wish'd he could hail her;
But the standing toast that pleased the most
Was— ‘The wind that blows,
The ship that goes
And the lass that loves a sailor.’”

— Charles Dibdin

“Present mirth hath present laughter,
What's to come is still unsure”

— Pericles

"An honest tale speeds best being plainly told"—Richard III

The President
His Majesty King Edward VII
Colonel Robert M. Thompson

Our Guests
"To thee and thy company I bid a hearty welcome"—Tempest
Rear Admiral R. D. Evans, U.S. N.

The Royal Navy
"The Royal Navy of England has ever been its greatest defence and ornament; it is its ancient and natural strength—the floating bulwark of our Island."—Blackstone
Rear Admiral Prince Louis of Battenberg

The Naval Academy
"How now! Who calls? Your Alma Mater"
Rear Admiral Willard H. Brownson

The Continued Friendship of the English-speaking Races
"And say a soldier told thee"—All's Well
General Horace Porter

West Point
"Most military sir, salutation!"—Love's Labor Lost
Brigadier General Albert L. Mills, U.S.A.

Sweethearts and Wives
"A sailor's wife had chestnuts"—Macbeth
Rear Admiral J. B. Coghlan, U.S.N.

"Fare you well until we shall meet again"—Merchant of Venice



THE EXECUTIVE COMMITTEE
of the

NEW YORK ZOOLOGICAL SOCIETY

have the honor to invite

Samuel J. D. S. Sells,

to become a member of the Society and assist in the
completion of the Zoological Park, the promotion of
Zoology and the conservation of our native animals

KINDLY REPLY IN ENCLOSED ENVELOPE

*National Academy of Design
Varnishing Day Reception*

*The honour of your presence is requested at the opening of the
Ninety-sixth Annual Exhibition
in the Galleries of the American Fine Arts Society
Two hundred and fifteen West Fifty-seventh Street
on the afternoon of Friday the fourth of March
One thousand nine hundred and twenty-one
from three until seven o'clock*

*Edwin Howard Blashfield, President Charles C. Curran, Secretary
To Com. J. D. J. Kelley and Friends*

To meet
Professor William Milligan Sloane
President of the American Academy of Arts and Letters
and Mrs. Sloane

Mr. and Mrs. Benson Bennett Sloan
will be at home
on Monday, the twenty-eighth of February
from four until seven o'clock
at Forty-one East Sixty-fifth Street

94. 98.
JUNE 1, 1907.

June 1st 1907.
ARMY AND NAVY REGISTER

DECORATION DAY.
UNSHRINED.

I.

Unto our dead these hours belong;
We grace their shrines with bud and leaf,
And with the ecstasy of grief
The voice of triumph swells in song.

II.

Through lustrous years these heroes sleep
'Mid homes their spirits still possess;
But who will crown, what chant will bless,
The breeze-blown graves of outer deep?

III.

No wreathes for them, nor rhythmic strain,
While dimmed eyes wait on lonely shore
For ghostly ships that come no more
To lives made dumb with unsolved pain.

IV.

No more far seas lift white the sails;
No foam-flags thrill before the prows,
Nor wistful wind the course endows,
Of brothers lost to mid-deep halls.

V.

What time they sailed our youth knew best;
The hot world pulsed with sailors' cheers,
Though in the rain of women's tears
Loomed dim the future's sad bequest.

VI.

We bade them go, though pale lips thrilled
Through all the various range of song,
Nor dreamed our paeans would prolong
Their echoes till a requiem stilled.

VII.

Some steered for ports of far Cathay;
Some to the sun-kissed islands sailed,
And some to gulfs where no man hailed,
For half their year was changeless day.

VIII.

'Round tropic cape and weed-lapped shoal,
Through seas of amber and of blue,
Their shining keels our lost ones drew
With vain inquest for promised goal.

IX.

Oh, none return, nor ever will!
Though better loved for being late,
And dearer held that time and fate
Have wed their lives and ours to ill.

X.

We cannot grasp divine designs
Which give a purpose to our loss;
But we can feel with dust and dross
Of selfish pain some gold combines.

XI.

And from the failure and the pain
With earth-freed aims our souls outreach,
And claim the chastened right to teach
The lessons learned through loss and gain.

XII.

We bear this burden of our youths
With greater patience that we know
The hidden paths we tread below
Grow luminous 'neath sublimed truths.

XIII.

Not vain our dead who fearless sailed;
Unshrined, we hold them in our heart;
Unsung, they wake the nobler part
Of what their lives essayed and failed.

XIV.

In peace we guard these graves, and we
Will glorify their hallowed field;
But till the waves our martyrs yield,
Our noblest dead bless every sea.
United Service, 1881. J. D. J. Kelley.

AN ANSWER.

"Through lustrous years these heroes sleep
'Mid homes their spirits still possess;
But who will crown, what chant will bless,
The breeze-blown graves of outer deep?"
Decoration Day, J. D. J. Kelley.

I.

A requiem from Ocean's caves
That rumble forth their solemn strain,
Resounds and echoes back again
The mourning of repentant waves.

II.

The sound of chimes on fruitful plain
By truant zephyr gayly caught,
At last in reverent love is brought
To Ocean's deepest, vast domain.

III.

The pebbles on the moaning shore
Catch up the chants and organ peal,
And softly to our senses steal
The hollow'd tones of days before.

IV.

The sea-bird screams as waves are flung
To sky that lowers bleak and gray.
Beneath the surge in mermaid's day
It seems a low Te Deum sung.

V.

Fair women come in sable dress,
All pallid-cheek'd and anguish-ey'd,
And gaze beyond the muttering tide
Into our gem-lit wilderness.

VI.

The soul-torn pray'rs from trembling lips
Mount to the cloudlet's feather'd edge,
And thence to some far, weed-grown ledge,
They fall 'mid bones of buried ships.

VII.

Anon, rebellious, balmy sighs
Are launched upon the wayward breeze,
To float away, o'er dreamy seas,
In eager search for answering eyes.

VIII.

Ah! may they know their tribute sweet
Shall wander deep through coral groves
Not vainly seeking long-lost loves,
And fall, dear incense, at our feet!

IX.

Oh, mother, sister, wife, sweetheart!
Deem not that one low sigh is lost,
Nor that we still sail tempest-toss'd,—
Our life and storms are far apart.

X.

The God who gave us strength to move
Across the swiftly dangerous main,
Nor lent us hope to once again
Enclasp the rapturous forms of love,

XI.

Has bid us sleep in Ocean's breast
Till He shall call our hero throng;
And taught the shells th' undying song,
"He giveth his beloved rest."

Santa Cruz, Cal., June, 1881. T. H. Stevens,
Lieutenant, U. S. Navy.

94.

100

*The Class of '06
of
Miss Spence's School for Girls
requests the honour of your presence
at the
Commencement Exercises
on the morning of Friday, May the twenty fifth
in the year one thousand nine hundred and six
at eleven o'clock
Sherry's
Fifth Avenue and Forty fourth Street*

over

94. 100

Graduating Class

Diplomas awarded to

Harriet Alexander
Mildred Ketcham Eagle
Grace Remsen Henry
Elise Face Kilgus
Mary Churchill Humphrey
Frances Cleveland Lamont
Charlotte N. McKinney

Helen M. Kee Munson
Charlotte Wyman Partridge
Margaret Payson
Grace Tower Putnam
Charlotte S. Schmidlapp
Eleanor Rodman Townsend
Katharine Winthrop Tweed

Pupils who have followed a College Preparation Course

Hildegard Hardenbergh (Bryn. Maur) Ella Rosalind Romeyn (Bryn. Maur)
Jeanne Benedict Kerr (Bryn. Maur) Katharine Leland Whitin (Smith)

The diploma is the highest award of scholarship
granted by the Faculty

Pupils who have followed a Special Course of English and Latin
to whom Certificates are awarded

Lacy Maye Carr
Margery Hamilton Clinton

Charity Margarite Rose
Marjorie Swift Whitin

Pupils who have followed an English Course to whom Certificates are awarded

Katharine Couenhoven Clarke
Edith Doudge
Marian W. Griswold Ely
Pauline Fiske
Lydia Kellogg Hopkins
Janet House

Elizabeth Jennings
Jacquelyn Jerrold Kelley
Gertrude Riker Leverich
Marjorie Comstock Lyon
Helene M. Schmidt
Henriette Denny Turney

Stand No. 15

WORTH MONUMENT
GUESTS' STAND.

NIGHT PAGEANT

OCT. 12, 1892.

Retain this Check

No. 1929

New York Columbian Celebration,

OCTOBER 12th, 1892.

W. M.

NIGHT PAGEANT.

ADMIT ONE TO
STAND No. 15, WORTH MONUMENT.

Entrance Madison Sq., between 23d and 26th Streets.

GUESTS' STAND.

Look for WHITE LIGHT over Main Entrance.

LADY'S TICKET.

New * York * Columbian * Celebration.

COMMITTEE OF ONE HUNDRED.

NAVAL PARADE.

Admit Bearer to STARIN STEAMER No. 1,

Pier No. 41, foot Leroy Street, N. R.

TUESDAY, OCTOBER ELEVENTH, 1892.

Boat will leave at 10.45, sharp.

THIS TICKET IS GOOD ONLY WHEN COUNTERSIGNED BY

Howard Carroll

CHAIRMAN NAVAL COMMITTEE

No.

NOT TRANSFERABLE.

New York Columbian Celebration.

NAVAL PARADE.

STARIN STEAMER No. 1.

Coupon No.

NOT GOOD IF DETACHED.

94.

SAVED UP AND BROUGHT RUTH BACK.

Commander Kelly's Old Colored
Servant Restores a Pet St. Ber-
nard Supposed to Be Lost.

Lieut.-Commander Kelly, of the
cruiser Cincinnati, is happy. Ruth has
been returned to him.

While cruising with the North Atlantic
Squadron last summer Commander
Kelly lost his beautiful St. Bernard dog
Ruth. The dog had been taken ashore
by one of the attaches of the ship at
Hampton Roads and disappeared. Kelly
was much affected by the loss of Ruth,
and when the ship started for New York
he gave up all hopes of ever seeing her
again. The presentation celebration was
in full blast on the Cincinnati yesterday
when Commander Kelly was told that
his old colored servant, Braxton Carter,
wanted to see him. The Lieutenant-
Commander ordered Carter to come
aboard. A big St. Bernard dog preceded
the dandy, and, meeting the Com-
mander, jumped up on him, licked his
hands, and in other ways showed his
pleasure in meeting him. Kelly imme-
diately recognized the animal as his old
dog, and tears were seen in his eyes as
he patted its head. The old servant
Carter had found the dog, and had saved
his money until he had enough to pay
the passage to New York. Kelly says
he will give a dinner in honor of Ruth.

94.

SCENE

The New York

SOCIETY LEADERS IN

Represent Several of the Participants in the Recent Entertainment Given at the Hotel Plaza

Dr. Kuen



SCENES AT THE OPENING OF THE MCADOO TUNNEL ON FEB. 25.



Le Colonel Baron M. de Crombrugghe
de Loringhe & la Baronne M. de Crombrugghe
de Loringhe ont l'honneur de vous faire part du
mariage de la Baronne Geneviève de Crombrugghe
de Loringhe, leur fille, avec le Comte Philippe
de Beauffort, Attaché de Légation de sa
Majesté le Roi des Belges.

Et vous prient d'assister à la bénédiction nuptiale qui
leur sera donnée en l'Eglise de St. Jacques sur Caudenberg,
le mardi 12 Février 1907, à 10 $\frac{3}{4}$ heures. (très précis)

30, rue Marie de Bourgogne, Bruxelles.

Jo Kung *

POSTAL TELEGRAPH-CABLE COMPANY IN CONNECTION WITH THE COMMERCIAL CABLE COMPANY.



ALBERT E. CHANDLER, President.
J. O. STEVENS, Sec'y.
WM. H. BAKER, V. P. & G. M.

JOHN W. MACKAY, President.
ALBERT BECK, Sec'y.
GEO. G. WARD, V. P. & G. M.



TELEGRAM

The Postal Telegraph-Cable Company transmits and delivers this message subject to the terms and conditions printed on the back of this blank.

3-NY By Cr 41 paid Govt. Rate 11:35 a.m. Received at Main Office, 253 Broadway, New York.

Washington, D.C., Dec. 7th - 1900.

Commander J. D. J. Kelly,

NY
Editorial Rooms, Herald, N.Y. *NY*.

Would you prefer taking Monongahela for winters cruise to West Indies rather than going to Philippines? I will be glad if you will do this. An immediate answer is requested.

Croninshield.

35

from

4-7-6

4-7-6

THE KEARSARGE'S CAPTAIN.

HIS VIVID STORY OF THE WRECK ON RONCADOR REEF.

The Bluff and Rugged Sailor Overcome by His Feelings While Describing the Loyalty and Cheerfulness of His Bluejackets

The first testimony before the court of inquiry now convened at the Navy Yard to investigate the loss of the corvette Kearsarge on Roncador Reef was taken yesterday. It comprised the statements of Admiral Stanton, Commander-in-Chief of the North Atlantic station, and Commander Heyerman of the Kearsarge.

The court assembled at 10:30 o'clock. Lieutenant-Commander J. D. Jerrold Kelley, the Judge Advocate, began the work of the day by reading the proceedings of the day before. These were adopted by the court. The only difference in the appearance of the court room was the presence of a table, to the left of the Judge Advocate, for Commander Heyerman and his navigator, Lieut. Charles H. Lyman. Commander Kelley arose to read article 1,752 of the naval regulations, which states that in case of wreck, or grounding, a navigator on duty in the station where a court of inquiry is held be directed to work up the reckoning of the unlucky ship from the data obtained from her navigating officer, to enable the court to fix the true position of the ship at the time of the disaster. Also to lay off her position on the chart by which she was navigated, her position when ashore, the rate and direction of the tide streams, and the time of the tide. When this was read the court appointed Lieut. C. G. Bowman, who has been ordered to the Marblehead as executive officer, to prepare the statement. After a pause the Judge Advocate said:

"I wish to call the Commander-in-Chief of the North Atlantic station, Admiral Stanton."

The Admiral entered immediately and, after bowing to the officers of the court, took his seat in the witness chair to the right of the Judge Advocate. Admiral Stanton testified that he received a telegram from the Navy Department, and in compliance with it sailed from Port-au-Prince, Hayti, Jan. 31 for Bluefields, Nicaragua. On Feb. 2, the day the Kearsarge grounded, he said the position of the ship at noon was latitude 13° 34' north, longitude 80° 04' west. "In the morning at 8 o'clock," he continued, "the position of the ship as marked on the chart and her course as laid there took us to the south of Roncador Bank."

Judge Advocate Kelley asked the Admiral what he had to say of the conduct of the officers and men during the wreck and afterward.

"Their conduct," he replied, "was indeed most excellent throughout those scenes. There were no signs of trepidation when the old ship struck and no lack of obedience at any time. Every man was cheerful."

Commander Kelley asked permission to put in evidence several documents. Among them were Commander Heyerman's narrative of the wreck and Admiral Stanton's report to the Secretary of the Navy of events subsequent to the wreck. When Admiral Stanton's statement ended, the Judge Advocate turned to Commander Heyerman and Lieut. Lyman and asked them if they desired to question

the Admiral. They answered that they did not, and as the court had no further questions Admiral Stanton bowed and left the witness chair.

"I will now call Commander Oscar F. Heyerman," said Judge Advocate Kelley. The Commander stepped toward Admiral Gherardi, President of the court, and was sworn. It was very quiet in the court room as the rugged-faced Commander took his seat in the witness chair. Admiral Gherardi regarded him closely with a kindly smile on his face. Commander Heyerman is a robust, military-looking man, with a dark sea tan on his face. As he sat down he cast an inquiring glance at the Judge Advocate. Several charts of Roncador Bank and the adjacent waters were shown him, which he identified as the charts by which the Kearsarge had been steered. The rough log of the corvette from Feb. 1 to 12 was also brought forward as an exhibit before the court. The smooth, or copied log, had been lost in the disaster. Commander Heyerman carefully inspected the rough log, turning over the pages with a certain reverence, and said that the courses, runs, and local compass deviations had been carefully noted. When he was asked why the night order book was not in evidence, the Commander replied that it had been lost in the wreck.

"It was on my desk at the time," he said, "and gave a full description of our course. At the time I went ashore I did not save anything. I hardly expected to save more than my life. Attempts to recover the night order book were made, but they proved unsuccessful."

He then rehearsed the account of his meeting with Admiral Stanton when the latter assumed command at Hayti of the North Atlantic squadron.

"The weather," he said, "from the time of our departure from Port-au-Prince until Feb. 2 was very good and correct observations of our position could be taken. The instruments for that purpose were accurate, with the exception of the telescope of the night sextant, which was not as good as it might have been. This, however, was not at all a serious defect."

In answer to a question Commander Heyerman replied:

"At noon on Feb. 1 there was a strong current running north to westward at the rate of about 1½ knots an hour. The ship's position at noon Feb. 2 was: Latitude, 13° 31' north; longitude, 79° 23' 30" west by dead reckoning, and latitude 13° 48' north, longitude 79° 19' 3" west by observation. This showed me there was a current setting the ship north and west at about 1½ knots."

"Had you any reasons to expect any reverses or changes in currents?" asked Commander Kelley.

"I had not," was the answer.

In reply to another question the commander of the Kearsarge said:

"The nearest danger I apprehended was from the Roncador Key, forty miles away."

"How much clear of Roncador would the course you were then steering take you, Commander?"

"Five miles to the north side," replied Commander Heyerman.

The Judge Advocate read a description of Roncador Bank for the benefit of the court, and then the Kearsarge's commander was asked concerning the speed of his vessel before the wreck.

From noon she was making about six knots, but the wind fell to five knots at 3:30 o'clock and I ordered the propeller to be uncoupled and steam to be got up, as we had been proceeding by sail only. The engines were ready at 4:10 o'clock, and at that time the breeze freshened and we sped along at about eight and a half knots. Observations were taken at 4 o'clock and the position of the ship marked on the chart by the navigator. We expected to reach Roncador Reef by 6 o'clock. According to our run it was about sixteen or nineteen miles away at 4 o'clock. At 6 o'clock nothing had been sighted and I concluded that we had passed to the north of

me. The ship crowded further and further on the reef, and seas struck heavily under her counter. The beams under the quarter deck groaned and the frames appeared to be cracking. Then I gave orders to heave over the after pivot gun. The floor plates of the fire room buckled up under the strain of the bumping of the ship, and soon the steam pipe burst and drove the engineer force from their quarters.

"I ordered the gun cotton stored in the after magazine to be thrown overboard to avoid the risk of an explosion. The men behaved magnificently and willingly obeyed all orders. Those working at the pumps sang their songs as they heaved. I ordered coffee made and served out, and the smoking lamp was lighted so every one could smoke. During the night rockets were burned, but no help came."

The witness then told of the trip of the gig to the reef and the waves that flooded the poop and quarter deck.

At 12:30 o'clock the court ordered a recess until 2 o'clock.

At that hour Commander Hyerman resumed the stand. He continued his detailed narrative of the wreck. The foremast was cut away and three boats were lost. Before all hands left the Kearsarge one anchor was let go by direction of the Admiral. Commander Hyerman was the last to leave the ship. The American flag was left flying at the mizzen gaff, with the Admiral's pennant at the mizzen truck. He related the life on the key minutely. The men dug wells, and the water being brackish and milky it was strained through bunting.

One incident of the first night on the key did not come up at the Court of Inquiry. The camp of shipwrecked men was all quiet at 8 o'clock. Commander Hyerman was lying on the sand fagged out with his exertions of the day. He had no covering on him and the night had grown cool. He was aroused by a sailor, who touched his cap and said:

"Captain, here's a blanket I saved. It's been dried."

Commander Hyerman asked the sailor what he had to cover himself with, and when the sailor replied that the blanket was all he had the Commander said:

"Keep it yourself, my man, you need it quite as much as I do."

Jack entreated, but the officer was firm in refusing to accept the cover.

Commander Hyerman, in his testimony yesterday, said: "The behavior of officers and crew was exemplary. Every man did his duty. I can speak only in the highest terms of all."

As he finished his head bowed slightly and the hands in his lap clasped together. There was a pause. The Court sat waiting for him to continue, but the Judge Advocate had seen the bronzed seaman's lip quiver and his eyes flood. "Clear the court!" he exclaimed, quickly grasping the situation, and all present not belonging to the court moved out. Many had not noticed the tremor in the Commander's voice as he told of the trials of his crew on the barren key, and but one or two had known the reason for the clearing of the room.

When the doors were opened the proceedings went on as before. Commander Hyerman told of the routine on the key and the visits to the wreck for provisions and clothing. Booby birds, conchs, and crabs were eaten with relish during the ten days on Roncador. It was with great joy that the City of Para was sighted on the morning of the 10th. When the Commander ended his narrative the Judge Advocate asked several questions.

"When you discovered white water did you make any effort to brace yards aback?"

"No," was the reply. "It would have been impossible."

Commander, why did you not regulate the speed of your ship so as to pass Roncador by daylight?"

"I did. I expected to pass it by 6 o'clock, which is daylight in that latitude."

"What difference," asked Commander Kelley, "was there between the position you assumed you would be in at 6:50 o'clock and the position in which you actually found yourself at that time?"

"About seven miles. This would indicate a set to south and east of about one and one-half knots an hour."

The witness was asked if he had learned of the variability of the currents about Roncador, and he replied that he did not know at

the reef, but that we had been unable to see it on account of the haze. There was still a good light on the water and lookouts were aloft. I sent an officer to the foretopgallant yard to look around. He reported nothing in sight at 5:30 o'clock."

The Judge Advocate asked the commander the navy regulations governing the duties of a ship's Captain when expecting to approach land. These regulations Commander Hyerman gave in full, showing his familiarity with them. Before 6:30 o'clock the course of the Kearsarge had been south southeast, but at that hour it was changed to due west. Commander Hyerman said in explaining this:

"I had not sighted the key and I changed the course to west, thinking I was five miles to the north and two miles to the west of Roncador Bank. In running down the coast of Hayti I saw the Marblehead Bank, which is only three feet high, five miles away. This led me to believe I could see Roncador at least seven miles away, as it is six feet above the sea."

At ten minutes of 7 o'clock breakers were reported. I was standing on the starboard side of the poop. Lieuts. Lyman and Brainerd were on the bridge, and Cadet Ball, officer of the forecastle, was forward. The port cathead lookout discovered white water when the ship was about 300 yards from the reef."

"What discrepancy was there between where you grounded and where you supposed you were?" asked Commander Kelley.

"About six miles to the south and four miles to the east of where I thought the ship to be," was the answer. Commander Hyerman gave a spirited account of the moments of the wreck and the members of the court listened attentively. Admiral Gherardi took off his glasses and leaned forward over the table with keen interest.

"When breakers were reported," said the Commander, "I sang out, 'Port! hard-a-port!' to the helmsman. There was no engine pull on the poop, so I sent immediate word to the engineer to stop his engines. A minute or two afterward she struck on the reef. Topsails were clewed and furled. I ordered fires built in the two spare boilers, and the Quartermaster was directed to sound at the gangway and quarter and, in fact, all along the starboard side. I went aloft in the mizzen rigging and for a moment thought the Kearsarge was going astern, but it was only the mizzen rolling toward the bow that had deceived

the time, but had learned of it later from the Captain of the City of Para and several naval officers, whom he named. Commander Kelley also inquired how many times the witness had sighted land after leaving Hayti.

"Once," he said, "in Mona Passage."

"Was it sighted when expected by reason of your course and speed?"

"Yes."

"Who was your navigator?"

"Mr. Lyman."

As the court had no further questions to ask Commander Hyerman he left the stand. He expressed a desire that Capt. Lockwood of the City of Para be called to the witness chair. The court then adjourned until 10:30 o'clock this morning, when Lieut. Charles H. Lyman, navigator of the Kearsarge, will have a hearing.

WASHINGTON, Feb. 27.—Secretary Herbert this morning laid before the House Committee on Naval Affairs a letter, in which he said he had one bid from a responsible wrecking company which required only \$10,000 for making the attempt to save the Kearsarge and \$35,000 additional if successful in reclaiming the Kearsarge. The Secretary suggested that as the matter was urgent immediate action should be authorized without advertising for bids. In compliance with the Secretary's suggestion, Mr. Geissenhainer of New Jersey was authorized to report a bill appropriating the amounts above named.

When the bill was presented to the House, Mr. Cummings, the Chairman of the committee, asked unanimous consent for its immediate consideration. Mr. Bland remarked that no doubt this and other important measures demanded immediate consideration, but he would object to its consideration until the pending business was disposed of.

Just before [redacted] the International
Cup race — 1903 Larchmont & Sherrill
Dinner on board S.Y. Riveria

July 19th 1903. At Sandy Hook Light Ship
the began at 8 & finished at 5.30

J. J. Jones Kelly

W. H. Hobb

Newbury D. Lawton

Thos. G. G. G.

Colonel

Duncan F. S. Steel

Reverend

W. H. Rodgers

Wm

Robt. H. Thompson

Dr

Thomas Linton S.Y. Riveria

Major (mal)

Wm. H. Hobb

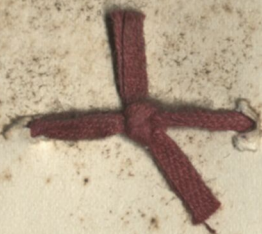
J. H. Hobb

William Fife

Edward H. Hobb

W. H. Hobb

Frederic Farns



J.R.

New York, Jan 15/94

My dear Mr. Kelly:

Will you kindly withdraw my name from the list of applicants for membership in the Players' Club, accepting at the same time, my assurance of deep regret that it is necessary and of gratitude to you for your friendly assistance.

For a long time I have been hearing that it is changed that I write dramatic criticism, I have denied it as many times as the subject has come

J.R.

New York, Jan 15/94

My dear Mr. Kelly:

Will you kindly withdraw my name from the list of applicants for membership in the Players' Club, accepting at the same time, my assurance of deep regret that it is necessary and of gratitude to you for your friendly assistance.

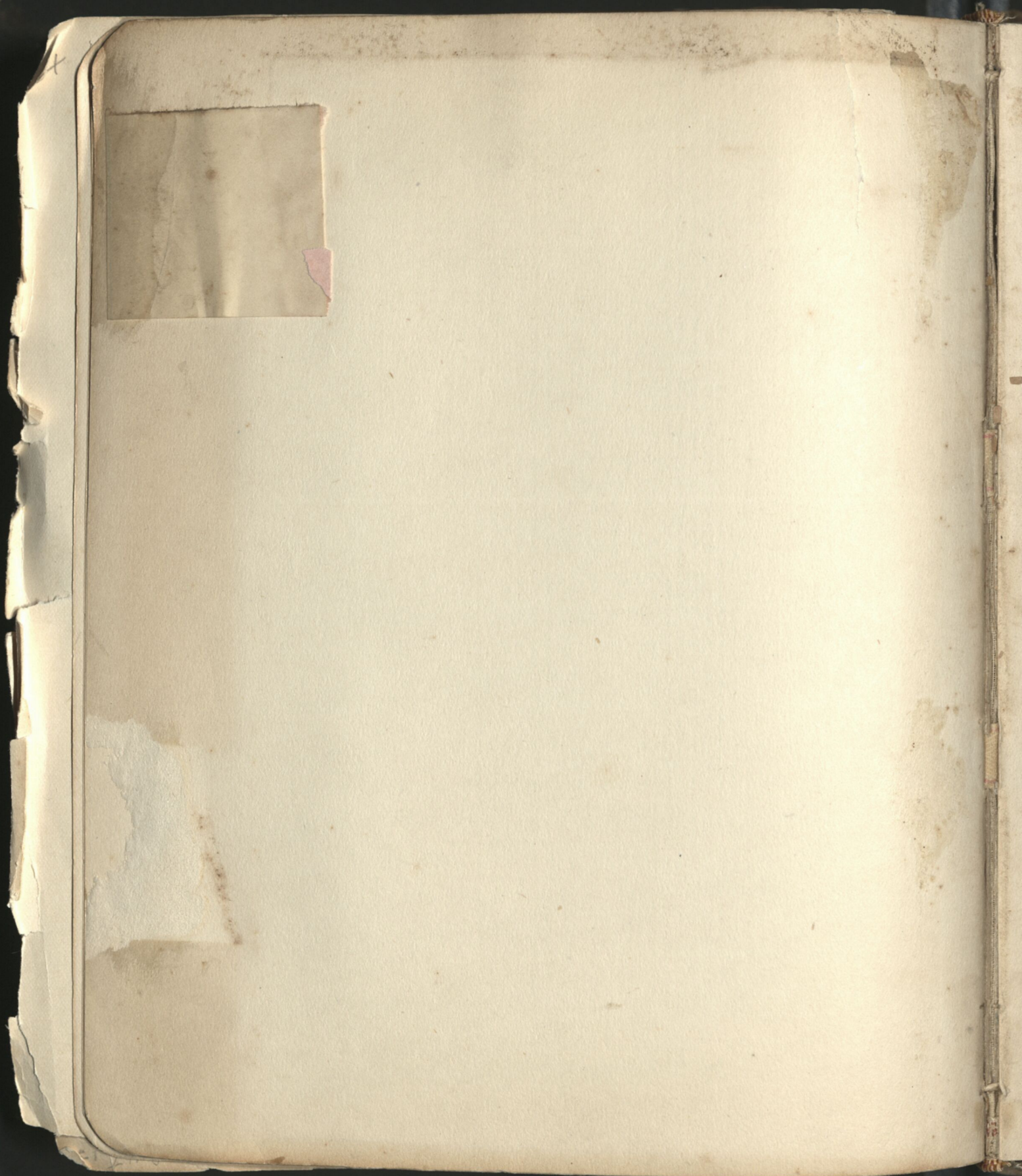
For a long time I have been hearing that it is charged that I write dramatic criticism. I have denied it as many times as the subject has come up. The assertion is persisted in by some one in the dark and yet my repeated, positive, flatfooted contradiction has availed me nothing.

I now repeat to you, in writing over my name, that I do not write dramatic criticism. I never did write it in my life. In all the mile of matter I have contributed to the magazine and weekly press I have not, that I remember, mentioned the theatre - certainly not the contemporary theatre. As a newspaper writer, dramatic criticism has had no part or place in my

work.

I did write, some time ago, a special article on the life or girlhood of a woman who became an actress. I believe some one hinges the whole contention on that and yet that solitary article was not about the stage or the work of that woman on the stage. It was about the life that led her to the stage. As I understand it the article would not bring me a reprimand had I been in your club.

But no, my dear friend, the truth is not either in the charge or in the belief that I am guilty (?). The truth is that some one inside the club, taking a discreditable advantage over me, has used his power to hinder me till I have lost my voice and my ambition to join your organization. All who know me know that I never wrote dramatic criticism. No man will, over his name, assert that I ever did. Very Truly Yours Julian Ralph





CT SUMMERS

HING SLUSHY STUFF

*Slaves Scribble Stories Sanely
e Still Stands Safely Saved
cials" Seem Secure.*

B.—"There's a ten-page news beat in the Herald about a Japanese cruiser going up Westchester Creek and trying to bombard Louie Haffen's palace and being sunk by the ship news boat an' —"

H. (butting in).—"Slush Chief. I fain would make some noise:—The World's got a yarn, ten columns, about Rockefeller being kidnapped by the Black Hand and then rescued by Dan Rinn. They both are going into partnership in a new 'beanery' over in Thirtieth street."

S.—"Enough! Make 'em number ones, and, Blowfelt, go in and get some of the ticker news and cut it down; they are getting too verbose. While Blowfelt's doing that you (indicating H.) rewrite the Bible, 'Pilgrim's Progress' and the 'Origin of Species' for half a stick and don't go over."

H. and B.—"Sure!" (Start matching pennies).

S.—"Boy, get me Staten Island." (In phone). "No, there's no news to-day. No, all punk. What? Sure, half a column of news and the rest specials. No, 'Mel' Upton got a joke into his court story and I was afraid you wouldn't like it. Goodby."

S.—"Ah, what 'll! Don't any one dare wish me a merry Christmas?"

Enter New Jersey contingent, matching to see who has first call on the "train was late" gag.

HAL'S HOWL OF HARMONY.

Tell me now, O Seer of Wisdom, for it surely has my goat,
How can I, when I'm rewriting, get a chance to use "unquote?"
Kid Wise One, also put me next, what is news and what is not?
Has a "special" all precedence? Is a murder only rot?
How does Kenny get expenses when his telephone is leased?
Why don't Blauvelt get assignments? Why are salaries not increased?
Why— Well there's a thousand queries, all of which I'd like to know,
Just at present, first and foremost, "Does O'Connor ever blow?"

story to an excited audience in the lobby of the New Grand, and the reserves have been called up from the cellar."

"Live news!" shrieked Carson. "Wake up the staff. Get Paul. Where's Baxter?"

Enter Baxter, singing:—

"For-r-r I'm the closest o' th' family"—

"Go to the nearest policeman," interrupted the C. E., "and ask him if he ever heard Harry Caldwell tell a brand new story."

"But I may not know the policeman," objected Baxter.

"That's all right. He'll know you." And Bobby was off like a flash.

Macgregor Bond, the other Scotchman, was at once notified to cover Brooklyn, and particularly Flatbush, for signs of Caldwell's spoor, while Charlie Shreeve searched the Brooklyn Herald office.

Fredie O'Connor, the Chief Sleuth of Sleuths, jumped into the Gallery at Headquarters and ran through it like "Bill" Sarver running through a revolving door, but was forced to admit he was baffled and sent to Boston for help.

Rudolph called up from Williamsburg to say that no matter what it was Harry Caldwell told, he would guarantee it to be a "good story."

McCulloch and "Tommy" Kenny went to lunch and later sent word that what they knew about it was a lot, but that they were busy and the office could write the story, anyway. Still later, Kenny sent word he knew some out-of-town friends he could see about it.

"Jack" Blauvelt and George Lynch thoroughly canvassed the theatre district and reported that they liked it.

"Will" Young adjusted his spectacles and opined that if Harry Caldwell told a new story it certainly was worth a good special for next week. Lebright scoured the suburban districts and reported that the only thing missing was breath.

"Father" Hicks gave it as his opinion that the story was only a piece of miscellany, and "Mel" Upton thought it would more likely be a piece of foolishness. Harry Ballard and John Foster threw torpedo nets around the editorial and sporting pages and defied Caldwell to do his worst. Caldwell did it.

"Snow" Summers then leaped into the breach and demanded that Caldwell's story, no matter how punk, be framed and held for to-morrow.

"Me boy," said Randy, the Rotund, "let it be preserved—in alcohol."

At this juncture Healy grabbed off Sinclair and Gurley and chased them into the obituary department for a history of Asia Minor, and "Charley" Tunnelle told Healy to take his time.

"Andy" Ford telephoned Sweeney, but Sweeney was out—in fact, had been out since the third race.

"Who's covering this story?" demanded Editor-in-Charge Burke, advancing on the desk.

"Everybody."

"Has anybody seen Caldwell at the Grand?"

"Not a soul. They can't."

"Then send everybody there at once for eye-openers. Forward. March!"

At a late hour most of the staff could just make out Caldwell on the distant horizon, but he had not yet put the end mark on his story.

INSUBORDINATION.

Our naval adviser, why no one is wiser;

In nautical matters he's a jolly, good tar,

But I've got a hunch he can't class with

the bunch

In piloting schooners o'er Marlborough

bar!

AFFINITY SPECIAL TELEGRAM'S BEAT JOSHINGTON WIRE STIRS THE SHOP

Wherein Is To Be Found All the
News That the Associated
Press Has Not
Covered.

GULLIVER EXCLUSIVES
COME DAY AFTER DAY

And the Only Reason We Don't
Print More Is Because Space
Is Really Valuable
Here.

SPECIAL TO THE EVENING TELEGRAM.
EVENING TELEGRAM BUREAU,
No. 1,502 H STREET, N. W.,
WASHINGTON, D. C., Monday.

If Washington wisecracks are not very
much amiss President Roosevelt within a
week will send a message to Congress urg-
ing that old Dr. Sarver and J. C. Healy,
M. D., be commissioned rear admirals.

SPECIAL TO THE EVENING TELEGRAM.
EVENING TELEGRAM BUREAU,
No. 1,502 H STREET, N. W.,
WASHINGTON, D. C., Tuesday.

The EVENING TELEGRAM's exclusive an-
nouncement regarding the President's plan to
strengthen the navy by securing old
Dr. Sarver and old Dr. Healy as rear ad-
mirals to-day furnished food for interest-
ing gossip in the Congressional lobbies. It
is understood that a rough draft of the
message is nearing completion.

SPECIAL TO THE EVENING TELEGRAM.
EVENING TELEGRAM BUREAU,
No. 1,502 H STREET, N. W.,
WASHINGTON, D. C., Wednesday.

It was learned this afternoon from a
source hitherto reliable that old Dr. Riddle
is fast qualifying as an undesirable citizen
by striving to prove that old Dr. Sarver
and old Dr. Healy have formed a combina-
tion in restraint of trade and reality are
a trust.

SPECIAL TO THE EVENING TELEGRAM.
EVENING TELEGRAM BUREAU,
No. 1,502 H STREET, N. W.,
WASHINGTON, D. C., Thursday.

Naval officers are greatly wrought up
over reports that the old Drs. Healy and
Sarver are to outrank everybody now in
the service. (While no statement has come
from the White House it can be said on
the very highest authority that the Presi-
dent is busy on his message dealing with
his startlingly original plan.

SPECIAL TO THE EVENING TELEGRAM.
EVENING TELEGRAM BUREAU,
No. 1,502 H STREET, N. W.,
WASHINGTON, D. C., Friday.

Although every effort was made to keep
the fact secret, I learned this afternoon
that old Dr. Sarver and old Dr. Healy
were at the White House by appointment.
It is understood that they are so certain
of their commissions that they have or-
dered their uniforms from Colonel Minceer.

BY ASSOCIATED PRESS.

WASHINGTON, Saturday.—Old Dr. Healy
and old Dr. Sarver to-day were commis-
sioned rear admirals.

Three Hours Later.

SPECIAL TO THE EVENING TELEGRAM.
EVENING TELEGRAM BUREAU,
No. 1,502 H STREET, N. W.,
WASHINGTON, D. C., Saturday.

As foretold by the EVENING TELEGRAM's
special Washington correspondent, old Dr.
Sarver and old Dr. Healy have been com-
missioned rear admirals.
(Mr. Burke:—This is exclusive.—Gulliver.)

SEES VICTORY FOR PINK PAPER FLEET

SPECIAL TO THE EVENING TELEGRAM.
EVENING TELEGRAM BUREAU,
No. 1,502 H STREET, N. W.,
WASHINGTON, D. C., Saturday.

(Bulletin)—President Roosevelt this af-
ternoon made the following sensational
statement:—
"The sudden departure of the Pink Paper
fleet, consisting of two cruisers, for the Far
East is significant of an early disturbance
in Green River and almost certain to re-
sult in the complete overthrow of the Hotel
Grand forces."

(Signed) WELLIVER.

(THREE HOURS LATER.)

SPECIAL TO THE EVENING TELEGRAM.
EVENING TELEGRAM BUREAU,
No. 1,502 H STREET, N. W.,
WASHINGTON, D. C., Saturday.

(Bulletin)—The President repudiates
statement concerning Pink Paper fleet.
(Signed) BIDDLE.



"B-M-A," OR SUCCINCT SUMMERS SLYLY SLASHING SLUSHY STUFF

Sings Siren Song Sottly as Slaves Scribble Stories Sanely
Selected So Sufficient Space Still Stands Safely Saved
Since Seven "Specials" Seem Secure.

Words supplied by Webster. Incidental
music by Fredricuss O'Conher.

Caste.

Succinct Summers, the Human Siren,
Johnny Blowfelt, a Pittsburg relic of
predatory corporations.
Howling Hal, a peevish person.
Office boys, millionnaires and desks sup-
plied by Kidding Kenny & Ko.

Act I, Scene I.

S. S.—Discovered trying to part Hal and
Johnny, who are fighting for possession of
Chorus Girls' Gazette. Sings—trolley and
siren accompaniment:—

Oh, I've held down this city desk and am al-
ways at my post.
No matter how early the staff shows up, I'm
always there with a roast.

I'm the luckiest cuss who, without any fuss, can
win every nickel in sight;
But, really, I think that I'll take to drink and
not have to stay up all night.

Some of the staff may jolly and laugh and register
a kick,
But of all the limes that are grown in these
climes, the worst is the lobster trick.

B. and H. join in with hammer sounding
and anvil chorus.

S.—"Cease, me vallants! Do you believe
in the efficacy of prayer?"

H. and B.—"We do—not."

S.—"What goes on in this great burg of
ours, yclept Manhattan?"

WHEN HICKS 'PHONES.

(Hicks, at the 'phone, to take a
financial story.)

"Hello, Lige, this is Hicks."

"No, I want Kelly."

"Go ahead, Kel, spin it out."

"What? Well, why in the name of —"
(Randy making wild motions, Hicks
refusing to see.)

"Who?"

"Oh, I see, sir. Yes, sir. Beg pardon,
Commander Kelly."

"Sure, he was all right," said Hicks
later, but we never could get the other
end of the conversation."

B.—"There's a ten-page news beat in the
Herald about a Japanese cruiser going up
Westchester Creek and trying to bombard
Louie Haffen's palace and being sunk by the
ship news boat an' —"

H. (butting in).—"Slush Chief. I fain
would make some noise:—The World's got
a yarn, ten columns, about Rockefeller be-
ing kidnapped by the Black Hand and then
rescued by Dan Rinn. They both are go-
ing into partnership in a new 'beanery'
over in Thirtieth street."

S.—"Enough! Make 'em number ones,
and, Blowfelt, go in and get some of the
ticker news and cut it down; they are get-
ting too verbose. While Blowfelt's doing
that you (indicating H.) rewrite the Bible,
'Pilgrim's Progress' and the 'Origin of
Species' for half a stick and don't go over."

H. and B.—"Sure!" (Start matching
pennies.)

S.—"Boy, get me Staten Island." (In
'phone). "No, there's no news to-day.
No, all punk. What? Sure, half a column
of news and the rest specials. No, 'Mel'
Upton got a joke into his court story and
I was afraid you wouldn't like it.
Goodby."

S.—"Ah, what 'll! Don't any one dare
wish me a merry Christmas?"
Enter New Jersey contingent, matching
to see who has first call on the "train was
late" gag.

HAL'S HOWL OF HARMONY.

Tell me now, O Seer of Wisdom, for it
surely has my goat,
How can I, when I'm rewriting, get a
chance to use "unquote?"

Kid Wise One, also put me next, what is
news and what is not?

Has a "special" all precedence? Is a
murder only rot?

How does Kenny get expenses when his
telephone is leased?

Why don't Blauvelt get assignments? Why
are salaries not increased?

Why— Well there's a thousand queries,
all of which I'd like to know,
Just at present, first and foremost, "Does
O'Connor ever blow?"

First Glimpse of a Real News-
paper Shop When the Hour
of Press Waxeth
Near.

INDISTINGUISHABLE WORDS
FILL THE ATMOSPHERE

And Caldwell Produced a Story in
a Hurry, Thereby Sending All
the Staff to the Marl-
borough Asylum.

The hour was half-past ten A. M. by the
clock on the west face of the city room
pillar, and Turner was just turning out
the second half of a literary introduction.
Willie, sixteen years old, an office boy, of
No. Umpty-ump Ump street, was rushing
madly in response to Morse's gentle coo
of:—

"Copy. Copy boy. BOY!!!"

The last explosion interrupted a mes-
sage from Paul, who had let a piece of
news get over the wire and was apologiz-
ing. As the echoes died away up the cor-
ridor and mingled with the sound of the
approaching footsteps of Albert Vail
Simis, the telephone bell rang and the air
was filled with fragments of:—

"HELLO! WILLIEWHOOSTOLETHE
SCISSORS NIPITUP BITEITOFF CUTIT
DOWN GETUONTHEDCUTBOY NUM-
BERNINETHATHEADWONTFIT! HEL-
LOW!"

Just as the author of the above side-
stepped to allow George Washington Jack-
son time to sweep up the remains, little
Sidney rushed down from upstairs with a
yard of ticker tape. The city editor seized
it eagerly and read:—

"Harry Caldwell, twenty-one years old,
of several hotels, is telling a brand new
story to an excited audience in the lobby
of the New Grand, and the reserves have
been called up from the cellar."

"Live news!" shrieked Carson. "Wake
up the staff. Get Paul. Where's Baxter?"

Enter Baxter, singing:—

"For-r-r I'm the closest o' th' family!"

"Go to the nearest policeman," inter-
rupted the C. E., "and ask him if he ever
heard Harry Caldwell tell a brand new
story."

"But I may not know the policeman,"
objected Baxter.

"That's all right. He'll know you." And
Bobby was off like a flash.

Macgregor Bond, the other Scotchman,
was at once notified to cover Brooklyn, and
particularly Flatbush, for signs of Cald-
well's spoor, while Charlie Shreeve
searched the Brooklyn Herald office.

Freddie O'Connor, the Chief Sleuth of
Sleuths, jumped into the Gallery at Head-
quarters and ran through it like "Bill"
Sarver running through a revolving door,
but was forced to admit he was baffled and
sent to Boston for help.

Rudolph called up from Williamsburg to
say that no matter what it was Harry
Caldwell told, he would guarantee it to be
a "good story."

McCulloch and "Tommy" Kenny went to
lunch and later sent word that what they
knew about it was a lot, but that they
were busy and the office could write the
story, anyway. Still later, Kenny sent
word he knew some out-of-town friends he
could see about it.

"Jack" Blauvelt and George Lynch
thoroughly canvassed the theatre district
and reported that they liked it.

"Will" Young adjusted his spectacles and
opined that if Harry Caldwell told a new
story it certainly was worth a good special
for next week. Lebright scoured the sub-
urban districts and reported that the only
thing missing was breath.

"Father" Hicks gave it as his opinion
that the story was only a piece of miscel-
lany, and "Mel" Upton thought it would
more likely be a piece of foolishness.

Harry Ballard and John Foster threw tor-
pedo nets around the editorial and sport-
ing pages and defied Caldwell to do his
worst. Caldwell did it.

"Snow" Summers then leaped into the
breach and demanded that Caldwell's
story, no matter how punk, be framed and
held for to-morrow.

"Me boy," said Randy, the Rotund, "let
it be preserved—in alcohol."

At this juncture Healy grabbed off Sin-
clair and Gurley and chased them into the
obituary department for a history of Asia
Minor, and "Charley" Tunelle told Healy
to take his time.

"Andy" Ford telephoned Sweeney, but
Sweeney was out—in fact, had been out
since the third race.

"Who's covering this story?" demanded
Editor-in-Charge Burke, advancing on the
desk.

"Everybody."

"Has anybody seen Caldwell at the
Grand?"

"Not a soul. They can't."

"Then send everybody there at once for
eye-openers. Forward. March!"

At a late hour most of the staff could
just make out Caldwell on the distant
horizon, but he had not yet put the end
mark on his story.

INSUBORDINATION.

Our naval adviser, why no one is wiser;
In nautical matters he's a jolly, good tar,
But I've got a hunch he can't class with
the bunch

In piloting schooners o'er Marlborough
bar!



THE NEW GRAND HOTEL, NEW YORK.
SATURDAY, FEBRUARY 8, 1908.
TELEPHONE, DISCONTINUED.
AFFINITY PUBLISHING COMPANY, Owner.
Address, the Tenderloin.

PRICE, \$3.50. (CHEAP AT THAT.)

SUBSCRIPTION TERMS.
Cash Remittance on Thursday.

In New York city all male subscribers will be charged extra.

MARINE REGISTER.

PUERTO NUEVA GRANDE, February 8, 1908.
Sunrise 7:00 P. M. | Our sun will never set | Moon
High Water, Low Water.
Staten Island 4:00 A. M. 2:00 A. M.
Herald Square 6:00 A. M. 8:00 P. M.
Thirtieth Street 7:00 P. M. 7:05 P. M.
ARRIVED UP TO 7 P. M.
Turbine Burke, Tompkinsville.
Bark Carson, Palisade.
Clipper "Randy" Lewis, Port Washington.
Coastwise Summers, Morrisania.
Twin-screw Stefano, Buenos Ayres.
Schooner Kenny, Jeronietown.
Tank Lynch, Neptune's Daughter's Bay.
Steamer Morse, Riverside.
Sloop Upton, Utopia.
Cable ship Healy, Flatbush Bay.
Cutter Saver, Spuyten Duyvel.
Pilot boat Ballard, Pottland.

Evening Telegram

Weather Service

IN NEW YORK.

Wet; thermometer rising by degrees; wind blest. Even the snow man saw a nip o' bass and melted. Little Trips to Other Cities and Commuterland resolved themselves into Binding Bonds to Broadway Bars. Wombat and Other Anecdotes Gathered at the Zoo, gathered in Pink Elephant cages. The only Historic Spot About New York, Seen by a Telegram Guide, was the barroom of the Marlborough. With the Wisdom of Mr. Weisenheimer, Puggy Poodles alone escaped the Rarebit Fiend. Dull Care was so jagged he lost his valise. Book Taught Bilkins learned to drink everything on the Thumbnail Calendar. Timely Topics:—

Tankers tanking to-day will have full cargoes verging toward the Grand.

FOR SOOTH, SAY A

Prayer for Saturday:—Jag born this day shall be blameless. Unfortunate for business.

BULLETIN BOARD.

The TELEGRAM will pay fourteen cents for bright and clever verse, full of fun of a harmless nature, not less than fifteen stanzas.

EDITOR IN CHARGE.

In writing of the death of men with shady records, mention only the good things they did.

All members of the staff habitually working beyond the usual hour will be paid overtime. See Mixson about it.

EDITOR.

On holidays, when a full force is not imperative, there will be a rotation of leave.

CITY EDITOR.

LOST—A paper covered pamphlet entitled "Goo Woo, the Great Choclaw."

WILLIE.

Reporters writing special stories for the first edition should begin before one minute of nine.

CITY EDITOR.

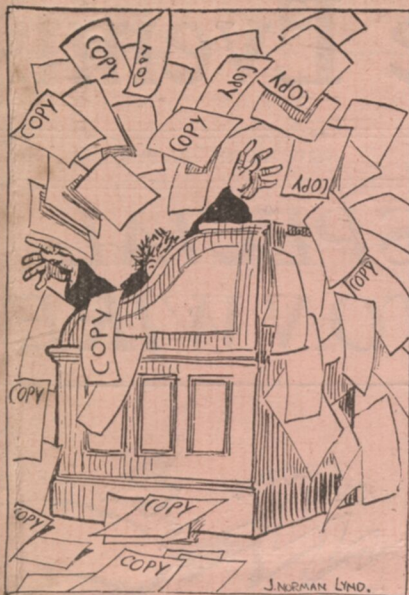
Special articles two or three columns long, poems worth \$5 and other attempts will be bought by the Affinity Edition at cut rates. As much as \$0.30 will be given for special editorial page if accompanied by pictures, affidavits that they are not so and suggestions for features to come.



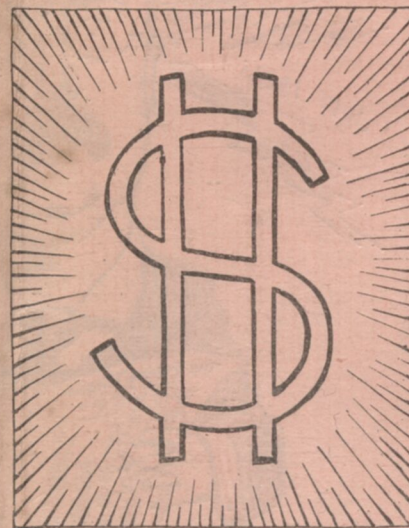
SUFFERING SUM.



WEDNESDAY.



THE CITY DESK SPASM.



THURSDAY.

Shore Stories of the Seven Seas THE PIPE AND THE SHAD

"It was this way," said Skipper Burke, as he stood on the storm deck of the twin screw Bronx, in port to-day from a deep sea voyage from Saint George. "I'm used to fore and afters for the reason that my vessel has a screw at both ends, with no paddle boxes at either side to worry a safe exit in case of accident. I log about twenty miles a day from the only port that you can't reach by tunnel from New York. The queerest incident on any of my voyages was some time back, when one morning I was pacing the upper deck in a drenching gale, with the rain so thick that you couldn't see ten feet, and the fog blowing at the rate of fifty miles an hour. Suddenly up from the side came a stream of water. It was latitude 75, longitude 42, off Governor's Island. The stream of sea came straight up along the port side, and then at my feet fell a pipe—a clay pipe, mind you, none of your imaginative pipes—and the tobacco in it was still ablaze. I found out afterward that there had been a burst in the tunnel construction under the spot where we were sailing (pardon me, steaming) and the pipe was all that was left of the awful story that could have been told beneath the water's edge."

"That's nothing," said Chief Mate "Kit" Carson. "Things over our way are much like things are at Cape Cod, for each one of us has to scratch for his own grub. Every time I have left Port Lee for Port Manhattan I've caught good shad, the real thing, by means of a subterranean, self-reeling net, of which the Hudson County Land Improvement, Railroad, Gas and Electric Light and Power Company knows

nothing as yet. It cost me a neat fifty one night for a diver to rig up the apparatus to the ferry boat, but that ferry catches shad for me without knowing it, and all I have to do nights is to gather in the haul at the Jersey end before going



home. It works like a roll curtain. Every time the ferry goes across the Hudson the net is spread across the river, and every time the ferry boat goes back there are some shad rolled tightly in the net. By the time I get there they're squeezed to death, so they don't get away on me."

The Pink Primer.

A is for agate, and also for ad.
B is for Bertie, whose heart they make glad;
C is for Carson and also for "Cut it."
D is for down, the best place to shut it;
E is for Extra, Delivery's delight;
F is for Final, Charley's good night;
G is for Gurley, last slave of the booth;
H is for Hicks, of perennial youth;
I is for Intro, the thing that comes first;
J is for John and the cuts you want worst;
K stands for Kenny, Bath Beach's best bet;
L is for lemon—no connection as yet;
M stands for Morse, who turns Thaw at rule.
N's for the number we draw in the pool;
O is for O'Connor or O'Connell, young Hal;
P is for Paul, who is Sim's little pal;
Q is for query, Paul's special pet;
R's for the room we never can get;
S is for Snowden and also for Sock;
T is for Turner, the youthful Vidocq;
U's for the uppers we're on Wednesday night.
V is the best Thursday brings into sight;
W's for words that fill us with woe;
X is the double cross Andy hands Snow;
Y is the why our salaries are raised;
Z is the zest with which we are crazed.

Jersey Club Note.

At a meeting of the TELEGRAM's Jersey Club, held on an Erie ferryboat in the middle of the North River the other morning, it was decided by President De Witt, Vice President Simis and Secretary Mixson to have Tenafly and a few of the half dozen Oranges moved a mile and a half further east. Chairman Carson, of the Committee on Commuters, voted aye by wireless from the ferryboat Edgewater, on condition that they didn't crowd Palisade off into the river.

The Thumb Nail Calendar.

John Foster.

Who is the press agent for Giants?—B. B. Fan.

John T. Burke.

Will you kindly give me the names of the managing editor, city editor, telegraph editor and dramatic editor of the EVENING TELEGRAM?—Willy.

Across the River in Jersey.

What is the best poem ever written.—Phyllis.

Nothin' Doin'.

Does the boss give supper money with theatre tickets to those living in Flatbush?—Healey.

Sure, Mike!

In making out petty expense blanks, is it better form to charge ten cents for telephone calls, rather than five?—Mike, Reporter.

A Wins.

A bets B that Voute was a bigger fakir than Ananias.

Same Man.

Was J. Harry Ballard the discoverer of the Eleven Northland Sisters Hairgrower the same man who found Chicago?—Historian.

'Tis True, 'Tis Pity.

Is it true that the Boss examines closely all the petty expense slips? If so, where do I come in?—Shreeve.

"Cross About the River and Jersey."

Say, Jersey must be a great big place, filled full of towns all good for space. If trimmed and featured up with grace, The office sure would stand the mace. But honest! I ain't got the face. The boss may like it—that's the case. But it is too blamed cold to chase Across the river to Joisey.

Men of the Hour on Topics of the Day

"Bah!" said Mel Upton, who is stopping at the Marlborough, "they make me tired! My boy, they make me positively fatigued! Who? Everybody. I'm no knocker, although a lot of foolish piffle-talking idlers conceive me with a perennial hammer upon my person; but when, my dear sir, one allows oneself to think of the appalling absurdities of everything and every one, one must confess—well, it is of no moment. Tush! Let's have another."

Doesn't Mind Women Smoking.

"Certainly, I believe in women being allowed to smoke in public or in private or semi-public," said Miss Maud Armington, petite and peripapetic, who is at the Woman's Hotel pending rehearsals for a new three act comedy entitled "Society on the Fashion Pags," in which she is cast for the star part. "Women won't smoke in the hereafter, so why may they not be permitted to do so now? Of course, I don't smoke, and no true lady, such as we have in our company, does, but there are those who whiff the weed and they deserve some consideration. They never give anybody else any."

Home Making in Jersey.

"No, I am not going to hire a whole floor of the Marlborough when I leave the LITTLE TELEGRAM dinner," said Mr. A. V. Simis, who is stopping daily at Green River Inn just off West street. "Things have changed since then. I am going to start for East Orange and I expect to reach there. I will be expected and I never disappoint."

"Yes, it is true that the tide of home making is shifting from Flatbush westward to the Jersey foothills. I am a firm believer in keeping up with progress, so I went old Mr. Progress a bit better and shifted myself. Besides, the Bedford Avenue Band never handed any lemons to Newark."

A Worker Tells of Work.

"My boy, honest toil ever brings its own reward, and none who labor diligently and willingly need ever fear the travails of financial hardship," gravely remarked Mr. Randolph C. Lewis, the Philadelphia iron master, when seen at the new Hotel St. Lesure. Mr. Lewis, clad in that loose manner so befitting his peculiar style of physical architecture, was seated at a table in the cafe. Before him was a plate of salad and beans from the free lunch counter.

"Work—in that one word, brief, yet limitless in its breadth, lies the secret of all success. It has ever been my motto; always have I kept my gaze turned upward and forward toward it. Note the terse beauty of the word. Pause just a moment—only a moment—and ponder on it. What a magnificent word! What a noble word! How it rings true every time when put through its entomological paces—Work. Worker. Worked."

The Interviewer Interviewed.

"How do you like your new post?" was the query put to Mr. Harry Caraway Caldwell, the Aged Interviewer, when seen to-day at the Marlborough Hotel, where he had just sent an olive card down to see if A. Appottite was in.

"Like it?" he quavered, as with a palsy shaken hand he wiped his moistened lips. "Like it? Now, see here, young man, the Broadway public, particularly that portion representing the garage district, will not long stand to see me, a veteran of scores of editors, so demeaned and so humiliated by going real work. There is a limit."

"But I am a soldier, albeit one of an age when battles were differently fought, and I go where the commander sends me. But I am growing older each day, I feel the weight of years upon me, and miss those invigorating automobile rides. Besides, no living man can get eight of these interviews a day."

Distilled Affinities.

"Speaking of affinities," cautiously crooned Arthur Carson, who, as he runs through the city sometimes stops at the Fort Lee Ferry House, "the other half of my sex soul may be found deeply steeped in the vapor like fragrance of a Santa Cruz rum milk punch. There is nothing so good to take one out of oneself. The cares of office slip away like capitalists from a mortgage renewal, and as one gazes through the halo of steam ascending from one's glass the realities of daily life grow dimmer and dimmer till a Palisades furnace takes on the aspect of a round of roast beef, and to-morrow's workaday atmosphere shifts into a rosy dream of a pink paper palace, over and before which I sit as Sultan supreme. That for any other affinity," and Mr. Carson snapped his finger and strolled away.

The Lone Hooker.

And they say the age of miracles has passed. Bit unkind to overlook Caldwell and Randy like that.

Society editor overlooked a bet when he failed to chronicle "Paddy the Pig's" announcement that "ladies could smoke in his back room."

Sound like Niagara's roar is only the gentle, zephyr-like efforts of the boss to find out who wrote this.

Base Unbeliever—Baron Munchausen did not write the Short Glories of the Seventh Sneeze.

Simis can spell his name both ways. Sober and drunk.

Boston man employed as motorman able to save \$1,000 in two years and support family. That is easy. Shreeve has acquired gout.

'TIS A POOR WORKMAN—"

[From the Little Herald.]

Card of Thanks.

The undersigned members of the City Staff wish to express their heartfelt thanks for the new desks recently placed in the city room. The local pages have shown a marked improvement since. Now, new legs in the chairs, please.

MEMBERS CITY STAFF.

WHEN SHREVE TELLS THE AWFUL TRUTH

Where Would He Stand If He Stuck to Facts This Way on Regular Work?

Miss Gladys O'Shaughnessay, a leading Gowanus belle, distinguished herself today by capturing a daring burglar who broke into the family residence, at Third avenue and Third street.

The O'Shaughnessays are the social leaders in that section and their residence is among the most palatial in Gowanus West.

P. Atrick O'Shaughnessay, the head of the family, is a multi-millionaire and can write his check for \$50,000,000 if he feels like it. He is a leading member of the Blacksmith's Union and his son is the most prominent hod-holding engineer in the Gowanus West section.

Miss O'Shaughnessay was in the yard hanging up her father's red flannel shirt shortly before noon to-day when the grunting of a pig in the kitchen caused her to look up at the window. There she espied a dark and desperate looking man at the chiffonier. Closer inspection showed that the marauder had her Pittsburg glass tiara in his hand.

Uttering a piercing shriek, Miss O'Shaughnessay rushed into the house and grappled with the burly ruffian.

"Hands off," murmured the desperado, "or I shall kill you."

Drawing a .44-calibre Smith & Wesson revolver, for which he paid \$1.99, the robber pressed it against Miss Gladys' temple. Twice he snapped the weapon and twice it failed to go off. Seizing a "poker chip" which rested on the chiffonier, the daring young woman dealt the marauder a staggering blow just one inch from where the robber usually carried his weapon.

With a yell of mingled pain and rage the robber fell across the gas stove. There he lay helpless. Miss O'Shaughnessay rushed to the window, raised the sash and yelled to one of the longshoremen working nearby:—"Run like hell and get a cop, will you?"

The reserves from the Fifth avenue station arrived several hours later and arrested the robber, who gave his name as "Jerry" Dinkelspiel.

The police say that he is related to the Vanderbilts, and that his picture is in all the rogues' galleries in the suburbs. He has served several terms for something or other, principally other.

E. A. PAUL, JOURNALIST, UPLIFTS THE MASSES

Rewrites City News Copy So That It Is Clear, with the News in the Lead.

(Special to the Affinity Edition by our exclusively A. P. correspondent via the General Post Office, and other routes.)

"Naturally," explained E. A. Paul, who was once a newspaper man, but has risen to the dignity of a journalist, "it is not the actual work that is attached to my position that makes me invaluable as a journalist, but my method of doing it. Now, most men would never conceive the little delicate touches that add finesse to the City News copy and makes it look like a lift from some classic."

"You see, here is an example:—The City News says, 'John Jones, banker, died today in his home,' and I scan this over carefully and after calling on Carson and making him lose his temper I rewrite it to make it more after the style of American literature. When Barnum sends it up it rolls easily from the telegraph key:—'To-day, in his home, Banker John Jones died.' This is what you learn with years. It is the reason that I classify my place here as an editorial position, not reportorial. I am, in fact, more important to the welfare of the paper."

That was all. For a police slip came in and the erudite Paul was again called to his work of uplifting the masses.

At the Opera.

"The Reckoning"—Boss Burke.
"Race Across the Continent"—Hicks.
"The Merry Widow"—Miss Armstrong.
"The Lost Trail"—Paul.
"The Jesters"—Ford and Morse.
"Witching Hour"—Summers, Blauvelt and Ormsby.
"The Soul Kiss"—Tunelle.
"The Warrens of Virginia"—Garnet Warren.
"The Haydn"—Kenny.
"Lonesome Town"—Carson and Simis.
"The Lid Lifters"—Baxter and Willyoung.
"Twenty Days in the Shade"—"Randy" Lewis.
"A Waltz Dream"—Healy.
"Her Sister"—George Lynch.
"A Grand Army Man"—Ballard.
"The Talk of New York"—Caldwell.
"The Comet"—Willie the Copy Boy.
"In New York Town"—Shreve.
"A Knight for a Day"—Nixon.
"Wine, Woman and Song"—Bobbie Welsh.
"Polly of the Circus"—Turner.
"Funabashi"—Foster.
"His House in Order"—Browne.
"Top o' th' World"—Dan Ryan.
"Wise Bug"—Sarver.

Suffering Reverses and Just Verses.

You've heard about Jim Corbett,
How he fell before old Fitz.
The solar plexus did it—
'Twas halled the king of hits.
That was the Punch at Carson,
Now to-night at lunch
Will the case reversed be,
Carson at the Punch?

Sarver's Favorite Ditty.

(Tune, "Mr. Dooley.")
Oh, Mister Healey!
Oh, Mister Healey!
The greatest man this paper ever knew.
He's Diplomatic, he's Telegraphic—
Is Mister Healey, Eeley, Eeley, Ee.

HOT AIR INTERVIEWS==No. 23.

In behalf of the thousands who do not read the LITTLE TELEGRAM, I was assigned to interview Mr. John Terrence Burke, familiarly known and spoken of—when he's not around—as "Battle Ship Burke." I was told to get from him an expression on the topics of the day. There are no topics. There is only one. So I broached the subject at once. I succeeded in locating his lair—a somewhat difficult feat, because, as I feared, he is so soundproof. Rapping at the door of his sanctum, I heard an almost timorous voice request me to enter.

It is my duty to set the LITTLE TELEGRAM readers right. The term "Battle Ship," as applied to "Boss" Burke, is a misnomer. None so gentle voiced as he, none so soft in mannerism, none so fearful of wounding.

"I am charmed to meet you," he said, as he held before him my card. "It is more than a pleasure to be interviewed by a representative of the LITTLE TELEGRAM. I will be charmed to express an opinion on any subject."

"There is but one subject worthy of your master mentality," I said. He seemed pleased. "The financial outlook, with the early restoration of confidence, is the sole question the LITTLE TELEGRAM is interested in."

"It has been my intention from the very first to speedily take action toward relieving the present currency stringency and increasing the per capita reserve of the staff," was the firm, yet gentle, reply of the chief.

"So, with that end in view, I have already directed Mr. Nixon, the Secretary of the Treasury, to increase by ten per cent the salary of each and every reader of the LITTLE TELEGRAM. I regard it not only as a duty but a great and very keen pleasure to thus extend, on behalf of him who watches for us all, whether on board the Lysistrata or in the Paris office, such a practical appreciation of the qualities, to say nothing of the quantities, that go so far to make the LITTLE TELEGRAM the brightly pink sheet it is."

I began to murmur my thanks on behalf of those whom I represented, but—

Before I could hear my own voice my ear-drums were shattered by a Burkian bellow that sounded like "Oh, well!" and then I woke up.

Wanted—A Lunacy Commission.

"They told me that my humble pen was mightier than the sword," the threadbare poet, sadly groaned upon a mossy sward.
"But lo!" quoth he, as he beheld the swine imprisoned d'g,
"The pen, it after all appears, is mightier than the pig."

"The Distracted Dames" at the Dewey.

R. Chester Lewis.

Passionate pulsations of pink and undulations that are unduly unctuous at the Dewey Theatre this week, result in a carnal carnival that may well cause consternation to a casual Comstockian.

Only the rambling ruminations of a Robida or the jejune generalizations of a James might master the mysticism of these metriculous mummings.

Ponder the psychological problems thus presented! Why, for instance, are there always three comedians in plays that partake of this particular phase of public performance called burlesques? The Teuton, the Celt and the Semitic races are satirized in speech, that is superabundant, supersensuous, superfluous, and only suited to "supers." Explain it, ye searchers of the undiscoverable!

Then pass from such unprofitable parleyings to a pursuit which promises positive pleasures. Let your glances gloat on the gladness of the leading lady's raiment. You will notice that—

Although she is on pleasure bent She has a frugal mind.
How else can one explain her economy in the use of dress material?

But see—she turns in the mazy mysteries of the dance, and as other revelations are made, you catch the true significance of her back. Those quivers of regret between the shoulder blades tell of sorrow over lost opportunities; those curvatures of the spine speak of vanished joys, and as she finishes the final elevation of her satin clad toe, with perspiration poring from every porcine pore, your heart throbs with a great pity, and you murmur sotto voce, "Pore Thing!"

The Girl Behind the Counter.

Emil Vonte.

After several venturesome attempts Lew Fields has weathered the uncertain sea of Public Opinion, and has brought his sparking new craft, "The Girl Behind the Counter," safely through the breakers of criticism.

Aside from the buoyant craftsmanship of Lew Fields himself, it must be added that the members of the ship's company have had a hand (if not a leg) in the success of the enterprise.

One of the features of the performance is the scene with the Stewards, whose life-like qualities will easily be recognized by all travellers on the International Lines of Sea Going Tubs.

It is only fair to add in conclusion that none of the singers in Mr. Fields' company can hold a candle to Mme. Tetrazzini.

CHIEF BURKE'S VOICE.

By Our Analytical Bug.

I had been previously warned that the assignment was no usual one. A character sketch of the Big Chief's voice was what was expected. I had heard about it—its fame had spread. I was nerved for it, but my expectations fell far short of their fulfillment. A crash like the thunderbolt of some Titan heavens; a note full, clear, vibrant and sustained; crashing, graphophone ruining; a note that would put the combined orchestras of the Metropolitan and Manhattan Opera houses on the pitiable "bum."

Some of Caruso's high notes may have more polon, but when it comes to volume that high priced songster may well return from whence he came, an annihilated Dago. The critics have chartered in ecstatic union of the qualities of that high E of Tetrazzini's, but that was because they had never heard the low X of our basso beating chief. It has within it the rumblings of abysmal caves. Strong men are shaken by it—particularly if they have anything on their consciences.

Finally, as our old friend "Bill" has aptly cut it:—
It droppeth as a ton of coal from heaven
Upon the bunch beneath;
It braceeth him that flits and him that fakes!



"Tristan and Isolde" at the Metropolitan.

Teddy O'Connor.

"TRISTAN and Isolde," as given at the Metropolitan Opera House last night, offers a good case for the All Night Court.

A man named Mark (whose first name was probably Easy), was frequently detained at night by business, leaving his young wife, who was red-headed and excitable, very much alone. The lady found companionship in the society of a young friend of Mark's named Tristan, who was a good looking and a good dresser.

One night Mark came home unexpectedly and discovered several things that are not pleasant for the elderly husband of a young wife to contemplate. Melot, a friend of his, took up his fight for him, and in the scuffle Tristan was badly knifed.

Before the police arrived Tristan's friends got him under cover and concealed him in his native State, where the laws of extradition couldn't touch him.

Mark's friend had done the stabbing pretty neatly, and there was small hope for Tristan. At this point Isolde insisted on seeing him, if only to find out how much he really cared for her. Tristan couldn't survive the ordeal, and died in her arms. At this point Mark arrived, having hurried after his wife, to assure her that she need not worry, since he would give her up to Tristan. He finds that Isolde has impulsively followed Tristan's example, and the curtain falls showing them all awaiting the arrival of the Conqueror.

A fashionable audience watched the performance, including Policeman O'Halloran, who has been transferred from down town to the Tenderloin precinct. When asked his opinion of "Tristan and Isolde" he stated that he would rather stand for the opera than stand through it.

"THAT WORLD IS MINE."

(None but tenors need apply.)
The boy who brings the papers 'round
Is very careless, don't you think?
He leaves them where they can't be found
And then they vanish like a wink.
You may want to see the Journal
With its heads infernal,
Or to see the Post or Sun or Mail,
But you search till noon, dear,
And an old Tribune, dear,
Is your find, your search will fail.
You do not want the Star Pub. sheet
Because it seldom has a beat.
A voice says:—
"Scuse me, but that World is mine."

T-E-L-E-G-R-A-M.

(Music by Cohan in Harrigan.)

Tee-ee-elly-gee-ram!
That is what spells TELEGRAM.
Nothing in it yellow, though a trifle pink.
Written by the fellows who first think then ink.
T-E-L-E-G-R-A-M!
We don't give a cuss!
Ev'ry man of the clan is a fan
For the Telegram—
Telegram! That's us!

What's the Use?

What's the use of asking for a raise?
Though the paper's full of ads, and advertising pays?

When we see the hustling chief
Working on without relief,
Why, what t'ell's the use of asking for a raise?

What's the use of asking for a raise?
Though our overtime amounts to days and days!

We may work till evening's light—
But the boss works day and night—
So, who in 'ell has nerve to ask a raise?

Uxtree! Uxtree!

"Another Morse Bank Fails!"
Oh, Ice-Men, dodge the storm.
What? Not that Morse, but ours?
The "bank" won't fit the form.

Blue silk pajamas are no longer the popular shade. This is really news. Knew that Kenny's having to cover the Thaw trial would put him out of touch with such matters.

WHEN THE BLOODY RULES ARE HURDLED

And Libel, Well, We're Just Looking Round for That Six Months' Vacation.

Blood, blood—nothing but blood adorned the sidewalk in front of 5,678 Sunrise avenue, Bronx, early yesterday, and before its real source was learned thousands turned sick, including doctors, grooms, guests of honor and John Jones, the machinist. It was claimed that the store in front of where the blood lay spattered was Butcher Bulsch's.

Plain clothes men, colored folks, old women, clubmen and Hebrews forming a gang, strenuously hunted for some one's remains, and many riotous scenes were enacted. Bloody slaughterhouses were raided and caskets were opened in the cemeteries, and the whole city was liable to be completely destroyed.

A certain number of police court justices, each one a hero, created an uproar by searching passers-by for concealed weapons, and a pair of officers from the Nineteenth Precinct pinched six Chinamen.

An unknown man in blue pants, coming along at four A. M., explained that Butcher Bulsch had forgotten to sponge down his front stoop after the last beef operation, and the crowd dispersed with jeers, hurdling the fences.

The Hon. James McGee, somewhat over forty, of No. 5,283 Eleecker street, showed disappointment at the laxity of the police. "It's a contemptible outrage," said Mr. McGee, "Charles P. D. Piffney, of Highgate terrace, who is a murderer and cutthroat, did that. His whole family are a bunch of snails."

Ex-Judge James J. O'When, nephew of Horace Ballywod, a millionaire, who has been dead three years, who is a patron at the Hotel Piazza, is sought for by the police. He is thought to have been a kidnapper, and was seen in the vicinity of Butcher Bulsch's store the night before. Ballywod is said to be a child murderer, and to have burglarized a home for the blind.

Before the excitement on Sunrise avenue had subsided, six ambulances (surgeons' names unnecessary), eight fire engines, twelve hooks and ladders, fifteen police patrols and the traffic squad had reached the spot.

THE PROPER WAY.

[From the Little Herald.]

BIG BATTLE SHIP FLEET NOT SIGHTED

Special Cable Despatches to Little Herald Convey Welcome Intelligence to Little Herald Readers.

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[SPECIAL CABLE DESPATCH TO THE LITTLE HERALD.]

[BY MEXICAN CABLE TO THE LITTLE HERALD.]
[LA PRESNA SPECIAL TO THE LITTLE HERALD.]
PUNTA ARENAS, Chili, via GALVESTON, Texas, Friday.—(Delayed in transmission).

—The fleet has not been sighted.
Note.—As usual, A. P. is ignored because it gave the news. For correct, live newspaper method of handling such stories see page 1, column one, of the Affinity Edition of the LITTLE TELEGRAM.

The Merry Kiddos.

(To be moaned to the Widow Waltz, or rather the best known hunk of it.)
Cheer up, Kiddo, for the lid o'
This here town
Has been lifted, rudely shifted,
Won't stay down.
So let's all get rid o' care—we all have faults.
Can the man who first began the Giddy Widdy Waltz?

Groan Second.

Burke and Lewis
Work to woo us.
Carson, too.
Summers, Healy, Tunnelle—really also do.
But to-night be merry! Let there be no halts.
While like jays a song we raise—the Merry Kiddo Waltz.

Third Spasm.
There are many—Mac and Kenny,
Morse—Shreve—Sin.
Glad Thaw's gone to Mattie Wan
With Eye-lyn.
But see Mr. Sarver stop to sample malts.
There's a copy carver for the Merry Skiddo Waltz.

Fit Third.
Adamson could stand a bun and Mixson, Hicks
Seem to stand the "Boston-and—"and things
that mix.
Andy don't feel dandy. Blauvelt bring him
salts.
Simis' rhyme is easy in the Merry Kiddo Waltz.

Canto Four.
Sea bright, Lebright, foreign Warren,
Bond and Kel; still young Willyoung, sterner
Turned;
Lynch, oh well!
Ormsby, Voute, O'Connor, Mulhare. Tain't our
faults.
If we've missed Dan Ryan in the Merry Kiddo Waltz.

Questions Answered.

JOE.—I do not think it is a spavin. Firing the soles of the feet would probably make you move faster.

W. P. S.—Human hair with perfect combustion leaves almost no ash. No, you could hardly distinguish it from tobacco ashes.

TICKS.—The great blizzard was in 1882. The January flurry did not compare to it. We have no statistics to show how many Jersey men reached the TELEGRAM office in 1882.

BUND.—Margaret Mixter, not Maggie's Mixture. It is a nom de plume, not a nom de guerre. Others have made the same mistake.

NIX.—Tenafly was founded in 1881 by Mammie Mumps, Queen of the Ju Jah Islands, who invented living pictures.

FROST MAYOR OF MONTMARTE

SPECIAL CABLE TO THE AFFINITY.
EVENING TELEGRAM BUREAU,
38 RUE DU LOUVRE,
PARIS, Saturday.

The rumor that President Fallieres, of the French Republic, is to be deposed and that Bill Ewart is to become Emperor is denied by the police, despite yesterday's parade of Parisiennes, crying "Vive le beau Bill!"

Monsieur Frost's appointment as Mayor of Montmartre and his election as Deputy for the Quartier Latin have been confirmed. A special fete in M. Frost's honor was recently arranged by the authorities stationed in the Chansée d'Antin.

BUSTER.

SPECIAL CABLE.

(From the European Edition of the Affinity Telegram.)
LA CHANSON DU HERALD.

By Fougner, Best Ever.

(Air: "Ah! Si vous Voulez d' l'Amour.")

I.
Lorsque sonnent huit heures du soir,
Dans la rue du Louvre qu'est toute noire,
On voit arriver, l'air soucieux,
Des hommes mystérieux;
Ils viennent seuls et sans escorte
Sonner tous a une petite porte
Que vient leur ouvrir aussitôt
Un ancien des Municipaux.

Refrain.
Ah, ce sont-là les bureaux
Du plus grand des journaux
De tous les pays d'Europe,
Celui qui dit tout,
Donne des nouvelles de partout,
Pour plaire a tous les gouts,
Et tout ça pour trois sous,
C'est tout.

Ah, Ah,
Si vous voulez un journal sans egal,
Achetez le New York Herald;
Ah, Ah,
Grace a Archambault et Cohick
Il n'y a jamais de mastic,
C'est chic.

Note.—This is good stuff. A free translation is that the Paris edition of the Little Herald sends its compliments to the Affinity edition of the Little Telegram. It also treats of Buster's conquest of Paris, but the essence of the verse would be lost by a literal translation.

THE GAS HOUSE TRICK.

When Bob Does Little Egypt and Stabben Island Sleeps.

Scene—Telegram City Room. Time, 8:15 A. M.
Summers (on "the desk," soliloquizing)—So "Little Egypt" has cashed in—h'm, Mr. Baxter?

Bobby—Yes, sir—r-r-r!

Summers—Bobby, go see what you can do with "Little Egypt."

Bobby (departing, his countenance pregnant with disgust)—'Tis a fine job for a r-r-respectable pillar-r-r of the Scotch Presbyterian-r-r-dan Church.

Kenny (enviously)—Gee, that Baxter gets the cream of everything.

Ormsby—Cheer up, Tommy! Morse ain't reading your copy now.

Smalley (ruminating)—Marlborough, Imperial, New Grand.

Summers—Kenny, go out in the library and see what you can get on the Rev. Mr. Anderson. We've just got a tip that he's dead.

Kenny—I thought so. And there's Bobby Baxter and "Little Egypt"—aw h—!

Blauvelt—I'm up. (He'll get over that).

Hicks (reading one of Voute's)—"And the barge captain's wife thought the drowning woman was a duck and picked up his shotgun—"

By gad, I wonder if I ought to let this get past me.

Lynch (to Blauvelt)—And I intended to go home, but "Stuffy" Davis came along and insisted on buying, and then we went up to a meeting of the Friars.

Summers (as Paul rings up)—We've got it—yep—we've got it—yep. No, you needn't put it on the wire, I tell you we've got it. (Bangs down receiver).

Smalley (reflectively)—I wonder what makes Healey smoke such feverish cigars?

Kenny (who has joyously returned from the library with the news that "there's no dope on Anderson")—You know why he smokes them things? They remind him of his automobile.

Healey glares indignantly.

Kenny to Blauvelt (enticingly)—I'll match you a nickel.

Louis (the office Mercury)—Cheese, here comes the boss.

Business of seeking typewriters by idle reporters, and lusty shouts of "copy" from the desk.

The Office Mouse—Oh, Piffle!



WHOSE SALARY SHALL I RAISE?



THE ANSWER.

Little Telegram's Cook Book.

LEMON PIFFLE.

This is a dish highly palatable to men who are tied down to a desk all day, by whom it is greatly relished and swallowed with avidity. Take half a dozen of Papavoute's thrilling-rescue-at-sea-off-Sandy-Hook-lemons, the yellower the better. Add an equal quantity of saffron-hued Williamsburg-Black-Hand-good-story-bomb fruit enthusiastically plucked by Rudolph. Macerate and accelerate—best results are secured if done with a swift Bond-like touch—and stir in a schoonerful of Halormsby's famous Boacnstrictor sauce, a scant pint of fatty from Paul, and heat. Season with a great big pinch of salt. May be served as a roast. Very good after a stew, and will be found most efficacious in restoring the appetite and spirits of the grouchy and remorseful. If a little sweetening be desired, a very pleasing effect will be secured by pouring a generous cupful of Randlewis syrup over the piffle.

Be sure to cut out this recipe and paste it in your hat when you get home—that is, of course, if you ever get home and can see straight if you do get there.

ADVICE TO YOUNG MOTHERS.

By Mrs. Wottay Grouch.

May Maybe—I should not advise mixing your husband's plug cut with baby's breakfast food. A child should be weaned at least eighteen months before you begin to try a varied diet.

East Orange—Your baby needs more exercise. Get a chain with a dog collar at each end. Fasten one about the child's neck and the other around a puppy dog about nine months old, preferably an English bull. Leave the two together in the kitchen all day. Baby will not be so restless nights.

Audobon.—If the infant in the next flat cries till three in the morning you must use firm methods or it will grow up peevish. Get a fair sized corn cob, carefully rub off the splinters, and cover with sweet oil. Then, avoiding unnecessary noise, enter the flat about midnight and push the corn cob gently down the child's throat as far as it will go. Tie with a strong cord. You ought not to be disturbed further.

MacGregor.—Apply to the Legal Aid Society.

Proud Mamma.—Don't worry. Irritable temperaments are often a sign of genius. Maybe he is destined to be a sub-editor.

Anxious.—Two cups of best olive oil, a tablespoonful of cayenne pepper and half a pound of common salt. Rub the middle of the back hourly and give the infant a wine glass full before you put him to bed. Perhaps it's only nits.

Mrs. Wicks.—If the agate was clean, I do not think it will hurt him. Be careful when he has coughing spells. It might fly up in his throat and choke him.

HOUSEHOLD HINTS.

How to wind the clock—Hire a crank.

How to pick out a pillow sham—Tickle his nose with an ostrich plume.

How to make the bath attractive—Fill tub with chopped ice and garnish with sprigs of the Anheuser bush.

FASHION QUERIES.

Tunnelle—Red tie, lavender shirt, brown suit, tan shoes and rubber heels. A modest display of precious stones is also permissible.

Hobrough—White waistcoat, with cuffs attached, is considered au fait.

Paul—Scythes are seldom used by tailors, even when the trousers are of the largest size.

Lynch—Shopping baskets are taking the place of the old fashioned reticule. Each basket contains a place for a can of beans, a bunch of celery, two chickens and a quart of potatoes.

Sarver—The old custom of having one's hair cut at home is rapidly dying out.

THE BOSS, THE TELEPHONE AND THE "LOBSTER TRICK"

The Early Morning Call Shifts from 5:45 A. M. at Tompkinsville to 7 A. M. at the New Grand.

Mr. Burke—Now, Summers, I want you to call me on the telephone at my home every morning at—well, say a quarter before six o'clock.

Summers—Yes, sir; but I don't suppose you care to be called unless something big breaks loose?

Mr. Burke—Oh, yes. I want to know every morning just what is going on. Call me. That's what I'm here for.

Next morning, 6:15 A. M., Summers, over the telephone—Ah, good morning, Mr. Burke. We have three new police stories. The Herald has a beat on a society elopement which they use without names. The Washington feature is in and we have two good inside specials. Then there is that—

Mr. Burke (shivering in his pajamas beside the telephone in a cold hall at Tompkinsville, the Staten Island zephyrs playing tag about his Trilbys)—B-r-r-r! Yes. All right. How's the weather? Tell young Simis to keep the paper down. Goodbye.

Three days later Summers gets this message:—

"Mr. Burke does not wish to be called before half-past six o'clock."

Three days later the telephone operator at the New Grand Hotel, in response to a call for Mr. Burke says:—

"Mr. Burke left a call for seven o'clock."

Three days later:—

"You should know Mr. Burke would not care to be called before half-past seven o'clock."

SHORTS BORROW, MARKET TIGHT

Rumor mongers in the unfinancial district were busy all day with wild stories of to-night's operations. One persistent report was that Carson preferred would be on the active list early, and that no declines would be quoted. Another had it that Randy uncommon would become the rallying point whenever there was an upward tendency in Am. Corn Product; while every one looked for the heavy Summers liquidation to reach a new high-ball record on this movement. In the Ryan quarter there will be no stop-loss orders, and Kenny, ex-dividend, is expected to hold steady till near the close.

On the other hand, many insiders think the whole list will be decidedly off.

At any rate, money will be easy till the end of the heavy buying movement, after which there will be considerable borrowing by shorts.

LAUDS LITTLE TELEGRAM AS ADVERTISING MEDIUM

In advertising, as in all other departments, the LITTLE TELEGRAM is so far ahead of all its rivals that figures are useless. All our brilliant records are set forth in sworn statements by MacGregor Bond & Co., certified public accountants, and our books are open to the public, but the unsolicited testimonials of our well pleased patrons best tell the story of success.

Mr. A. V. Simis inserted a two line want "ad" in the Muck Rake edition for a football team that would win once. He writes:—

To THE EDITOR OF THE LITTLE TELEGRAM:—I wish you to repeat my "ad." Results were good, and it isn't your fault that I didn't bet enough when Cornell did win to clean up for previous bad years. Not that I lost my nerve, but it's a long walk to East Orange, the bull pup, home and the furnace.

Mr. E. B. Morse, known as a heavy dealer in ice stock, got good results from two small "ads." He offered to exchange a job lot of well worn blue pencil leads for a story written according to his ideas, and sought a cure for the swear-off habit. He writes as follows, and Mr. Morse's friends say he keeps the rubber band as tightly on his praise as he does on his roll:—

To THE EDITOR OF THE LITTLE TELEGRAM:—Your exchange columns are a gold mine. I now rewrite all stories with black lead pencil, get what I want and still have the old blue points.

As to the swear-off habit cure, I got into communication, through my "ad," with old Dr. Ford. This eminent practitioner advised me that the only sure cure for my malady was his ptomaines prescription. It's a wonder.

In the Muck Rake edition appeared the following "ad":—

FOR Exchange.—One putrid, pernicious, punk, Pittsburg for one-half of breezy, bright, blissful Broadway; no reasonable offer unaccepted; hurry. J. WILLIAM BLOWFELL, care Pass Department, Pennsylvania Railroad.

Mr. Blowfell is highly satisfied with results. He writes:—

I'm back on Broadway. That is sufficient testimony of the merits of your exchange columns. Broadway is lovely at half-past four A. M. I'm beginning to find unexpected charms in the milkmen's parade and the glorious spectacle of the Great White Way's life zigzagging its way home to Harlem. And then I have Summers.

Miss Armington writes that while she did not secure a stenographic report of Luncheon Club Conversation, she does not blame the exchange columns. In fact, she has withdrawn her offer. She was informed, she says, that Summers now lunches early and dines late, that the great story teller, Heaslip, has selected new victims, that Crowell is in far-off lands, that Simon Le-gree Healey beats Uncle Tom Sarver if he takes too long for luncheon, and that Morse and Ford have developed ingrowing grousches.

Under such conditions, Miss Armington informs the editor, she thinks the doings of a mother's club would make decidedly better reading.

"SIX DAYS"—ASLEEP.

BATH BEACH, U. S. A., Recently.—Psychologists throughout the country have favorably criticised the latest gasp from the pen of Prof. Thomas Kenny, P.U.N.K., "Somnambulism and the Six Day Race," which the young author now denies responsibility for, is an autobiography. In many ways it is written in the style of "Three Weeks" and some more.

FOR EXCHANGE

FOR EXCHANGE.—One full grown Herald square lobster trick for eight days of uninterrupted sleep. SUMMERS.

WILL any person who saw accident on Christmas night in Broadway between the Marlborough bar and Raven's Roost kindly notify UPTON?

WANTED.—Anybody who can report the Thaw trial in a manner satisfactory to Morse. THE WHOLE STAFF.

FOR EXCHANGE.—One Roman candle for the good old days when I feared not, tolled not and neither did I spin. HEALEY.

FOR EXCHANGE.—A fine assortment of blond and brunette affluities, no two alike, for ability to get in on time without sleeping in the Weather Bureau. KENNY.

LOST.—A handsome hide-bound work entitled, "The Prestige of a Make-Up Man," somewhere between Boss Burke and Bill Barron; one yellow diamond as reward. TUNNELLE.

WANTED.—The identity of that member of the staff who has not yet asked a raise in salary; will reward with Dewey Theatre tickets. BOSS BURKE.

FOR EXCHANGE.—A 1908 affinity mailing list, all addresses high class, for one real true love. TURNER.

WANTED.—Five peaceful moments in the harem. JOHN, the cut boy.

LOST.—My job as assistant; will pay well for knowledge as to where I am now at. WELSH.

FOR EXCHANGE.—Will give most anything I possess for an oil painting of Gloom. SUMMERS.

FOR SALE.—Will sell cheap well worn latch key to the Marlborough bar; have reformed. SARVER, SIMIS and SUMMERS.

FOR SALE.—Clear title to the Human Cas care, that works while others sleep. SUMMERS.

LOST.—My Brooklyn smile; suitable reward. SIMIS.

FOR EXCHANGE.—Assignment to cover "Little Egypt" for police hero story. BAXTER.

WANTED.—Will pay liberally to get my missing stock lemons past the copy desk. KELLY.

WANTED.—If they only could get the proof I could make good. KELLY.

WANTED.—A medical definition for Shreeve's particular brand of rheumatism. Apply to City Desk.

WANTED.—A triple belled never ending intermittent alarm clock in exchange for Bronx Zoo story. ORMSBY.

WANTED.—Book on style; newspaper, not press agent. BLAUVELT.

FOR EXCHANGE.—Summers' ability to swear at four o'clock in the morning for personal experiences in the witness chair. BLAUVELT.

LOST.—Capability of smiling before 9:15 A. M.; no reward. SUMMERS.

FOR EXCHANGE.—Will exchange quiet home in Jersey for winter couch under the copy desk. HICKS.

WANTED.—To know why I lie about Orange. SIMIS.

FOR EXCHANGE.—One false alarm for the real thing. BAXTER.

WILL exchange one brand new ancient copy of the Textbook, "Passing the Buck," for most anything; I don't need it. R. C. LEWIS.

FOR EXCHANGE.—A choice lot of synonyms, slightly worn, for an hour of ease. RANDY.

WANTED.—Information that will lead to the finding of a certain planter of pipes who was last seen making for the tall pines near the northern limits of the Orange Mountains; will exchange automobile togs for above. A. V. S.

WILL exchange original MSS. of "My Guardian's Up in the Berkshires, So Now I Can Drink When I Please" for a tested method of getting more money without becoming violent. HAL ORMSBY.

FOR EXCHANGE.—A collection of Sunday-school classics and membership card of Y. W. C. T. U. for reputation of being real devilish. TURNER.

WANTED.—Somebody to strangle Howe, Welliver and Biddle or keep them under chloroform. TELEGRAPH DESK.

EXCHANGE choice collection of Ormsby's inverted complex introductions for headache cure. BLAUVELT.

WANTED.—Diamond solitaire; will give in exchange private lesson in sleeping on roller top desks and original method of covering Harlem from the Battery. F. O'C.

WANTED.—Appreciation of my humor. BOND. SELL cheap or give away beautiful motto, Merry Christmas, for blackjack that will work. SUMMERS.

WANTED.—An assassin to kill Joe, the telegraph copy boy, who dumps copy on my desk by the barrel, smiling in gloe the while. J. P. H.

PUBLISHERS' NOTICE!—"Astronomy and How I Satisfied Myself That I Am a Whole Constellation," by Thomasas Kenni; 18x5, bound in lemon.

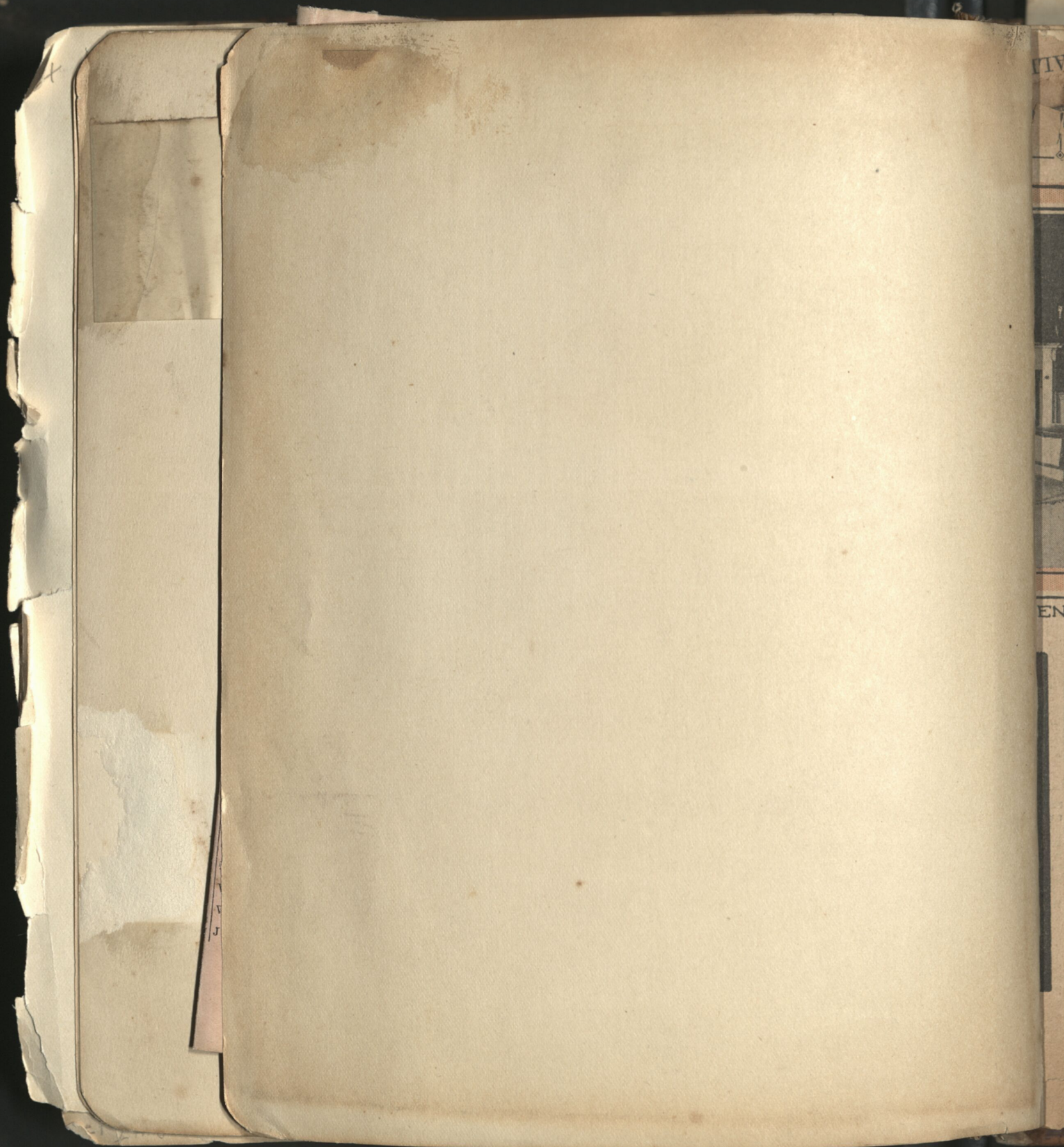
WANTED.—Large sized gag to muzzle verbosity of stout gentlemen, named after a famous saint, when he gets us on the telephone. CITY AND TELEGRAPH DESKS.

FOR Exchange.—A barrel of nice, juicy pippins for work on bee culture. MCCULLOUGH.

LOST.—A Genial Smile. Liberal reward by the staff if returned to E. B. MORSE.

LOST.—My former hard job. No questions asked if returned to RANDOLPH LEWIS.

FOR EXCHANGE.—My speed for certainty. WILLYOUNG.



FRANK

7

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re of the family society

GET PRACTICE



KENNARD'S STUDY

LADY
STRAFFORD
BOUDOIR



RESIDENCE
FORMERLY MISS
LEANS, NOW
K. KENNARD



MISS COLGATE'S BEDROOM



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ALL

conditions that are far from irredeemable. Our interest in Magdalena Bay is very high and its future is of high importance.

The State Department has long been desirous to utilize it as a rendezvous for the fleet, and Mr. [Name] in his voyage on board the cruiser [Name] was enabled to estimate at first its situation and its possibilities. [Name] has been liberal in the courtesies [Name] us, emphasizing these of late by [Name] to moor coal barges in its [Name] for the supply of our fleets. It is [Name] that a request has been made to [Name] a rifle range and to build a shore [Name] station, but that the project [Name] to a nation viewing with [Name] trust anything that might [Name] people and to other States [Name] step toward the alienation of [Name] territory. It has been hoped, so [Name] go, that the privilege accorded [Name] years to maintain a shore [Name] station in Pichilique, on the Gulf [Name] be extended to Magdalena [Name] reasons for this denial, as meas- [Name] exico, are undoubtedly sound [Name] eyes. What might happen [Name] emergency arise and a serious [Name] question be involved cannot [Name] considered. This country, however, [Name] with in the indisputable friendship, [Name] and amity of our great neigh- [Name] to the south and is sure of its un- [Name] willingness to put us at a disadvantage [Name] because of any trick or device of rival [Name] sea Powers.

The arrival of the Atlantic fleet in Magdalena Bay should, thanks to the opportunities offered by Mexico and to the excellent condition of our personnel and matériel even after the long and eventful voyage, enable the record target practice of the year to be engaged in under the most favorable conditions.

The gunnery performances of our ships are so creditable and our yearly improvement is so marked that a large interest has been aroused in the methods, the theories and practices employed. But the essential parts of these must, for the best reasons, remain a sealed book to all save the initiated, and any attempted description of them must be expressed in generalities and be confined to externalities open to the world. For many years our naval and military authorities displayed too much liberality in revealing our systems of offence and defence, but now, happily, these are guarded with a jealousy and hedged about with restrictions that are altogether admirable and wise.

Record target practice, it may be said in general terms, is conducted with the ship steaming at a prescribed speed over a measured range, the limits of which are indicated by buoys, near one of which a screen target mounted on a raft is moored. The officers commanding our fleets and squadrons are each year ordered to carry out a record target practice and an annual great gun practice. Special facilities are afforded before each event for continuous gunnery work, and the plans to be followed by the assembled ships are

carefully formulated, so that the prevailing conditions will be as similar as possible for all the competing ships. Previous to this test great attention has been paid to the primary and preliminary training of the crews, and a selective process has been utilized to procure for the gun stations the men apparently best fitted by temperament, promise and achievement for the specialized duties imposed.

The training for this test as preparation for battle has from the beginning been systematic, persistent and practical, and its keynotes have been "thoroughness and persistency." No advance has been made until the lessons have been thoroughly taught, and then the pupil proceeds by progressively higher requirements to the goal where individual effort must be merged in team work and each unit of every gun's crew must be able with almost mathematical precision to perform his exact share of the labor imposed. The efficiency thus attained is, however, not confined to a few, as every ship has reserves of men each one fitted to take up any one of the specialized duties. The work is, of course, unremitting, and is from the first pursued not only according to a prearranged programme, but as a supplement to expected, but not defined, opportunities when the demands of other duties will not interfere.

All this earnest and intelligent endeavor is based on the necessities imposed by preparation for war—that is, so far as the battery and its service are concerned. The inspiring theory is, first, that gun crews should be trained so they can hit, through team work, a target accurately and rapidly, and, second, that the training of the ship, its handling and its disposition will complement the accuracy and rapidity of gun fire. As a rule these practices are undertaken by the enlisted force with such an appeal to the competitive qualities of the individual that in a short time each unit is fairly certain to share the enthusiasm and to emulate the keenness of his officers. Indeed, this rivalry exists not only between fleets, squadrons and single ships, but among the various crews of the same ship, though in the latter case this is usually subordinated to the sentiment that his ship—not his last ship, after the old fashioned and approved sea growls, but the ship on board of which he is serving—

TITLE PAGE OF THE FIRST AND ONLY PAPER EVER PUBLISHED IN MAGDALENA



Joel Byrns,
Blacksmith
Magdalena

William Denton
Civil Engineer and Surveyor
Residence, San Antonio
orders received at Magdalena for
surveys, &c. promptly attended to

George Mason
Horticulturist
Magdalena

GREEN TURTLES
always on hand
fish of all kinds to order
by
William Sadler

Wm. Robbins
Carpenter,
Magdalena

Ah Yam
fisherman,
fish, oysters & clams

John [Name]

ADVERTISERS IN THE
"MAGDALENA" CON-
SISTING IN THE MAIN OF MYTH-
ICAL PERSONS AND THE CREW
OF THE COMPANY'S SCHOONER

may be set down in the list as number one, as the champion of champions.

The final result of this co-ordination of science and art, of theory and practice, with the personal element is discovered in an enormously increased efficiency in gunnery practice. The training, skill and rivalry secured, the ship goes to the firing range with a determination to do its very best. When the vessel reaches the range, surely straightened out for its run, a red flag is mastheaded and a single blast is sounded by the steam whistle. This indicates the firing should commence, and as at the speed assigned a very short time interval is allowed for the run, it is important to begin at once and fire with the rapidity consistent with "getting on" the target. The only hits that count are those which in direct flight, not by ricochet or

CUSTOM HOUSE

indirection, hit the target; and the value assigned each of these is dependent upon the particular zone. Hits, not holes, count. The size of the targets varies somewhat according to calibre and practice, but if published reports may be relied upon, the target screens for great guns are about 21 feet in length and 17 feet in height, and are distant from the range some- near 1,000 yards. If possible, all the guns in a turret are fired on the same run, in order that a true target value may be established.

The shots from each gun are accurately determined. A repair boat, stationed in the neighborhood of the buoy and well clear of the range, goes to the target at a special signal and counts the hits—not the holes, as indicated above—that are made and effects the immediately necessary repairs. There is a target umpire, one of four or more umpires assigned to the general scheme of practice, and his duties are most important, as the final result is to a degree based on his judgments. The other umpires, spotters, &c., have duties which are trade secrets, and at the point whence all the roads diverge the personnel of the fire control directs the practice. The final result is compiled at Washington, and then comes the great day of expectancy when the Navy Department announces the trophy winners, the final merit and comparative standing of fleets, squadrons, ships, gun divisions and the best individual shots.

The government provides four trophies for excellence in gunnery—one each for battle ships, cruisers, gunboats and torpedo craft. When a trophy is delivered on board a ship or transferred to a new winner it is received with appropriate and dignified ceremonies by the whole crew at muster, and is enthroned as honorable evidence of good work well done. Then, too, money rewards are distributed according to gun rank or rating among the successful crews, and, while these are prized, they are in the estimation of the ship's company much inferior to the honor, the kudos of the victory.

Besides record target practice there are other tests, such as rolling, night firings and, at the summit of the endeavor, battle practice, where most of the conditions stated above are varied because the ship is handled as if it were in battle, and the officers are more intimately associated with the immediate direction of the batteries.

... was recently knighted.

THE feature which strikes one most, as a rule, on entering the house of the Anglo-American hostess in contrast to the usual English home is the sense of space, which in spite of many beautiful "articles de luxe" they manage to retain. This is certainly a survival of their American homes and nowhere in that land of magnificent distances is this idea lost sight of.

The same applies to the old mansion which I am permitted to describe—namely, Adams House, the residence of Cora Adams. It is a Mr. Adams, prob- of the and point to the

its magnificent and high ceilings intersected by painted medallions at the corners and in the centre. These differ from the generality of Adams medallions in that



MR. KENNARD'S STUDY



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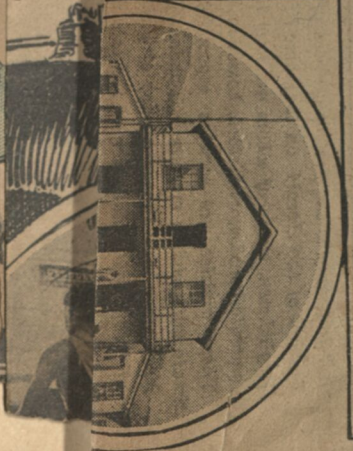
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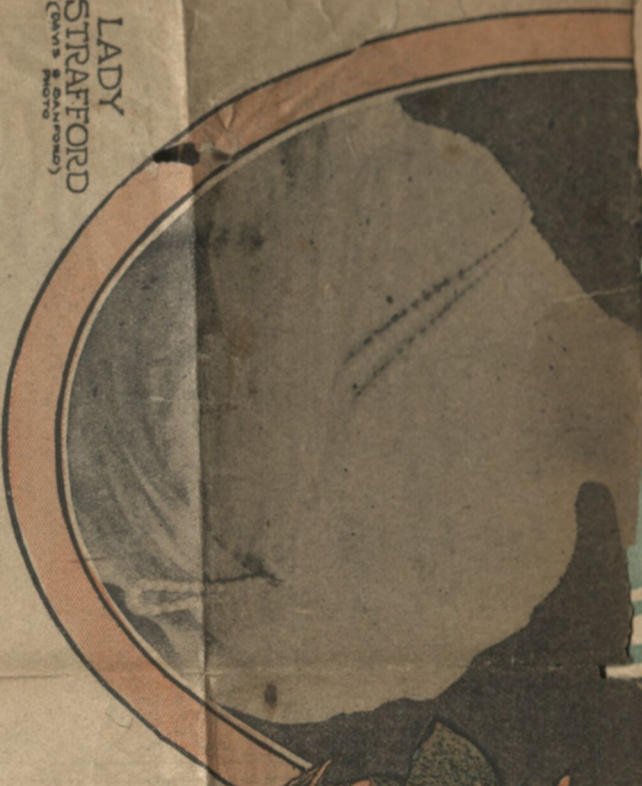


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LADY STRAFORD (DAVIS & GILFORD) PHOTO

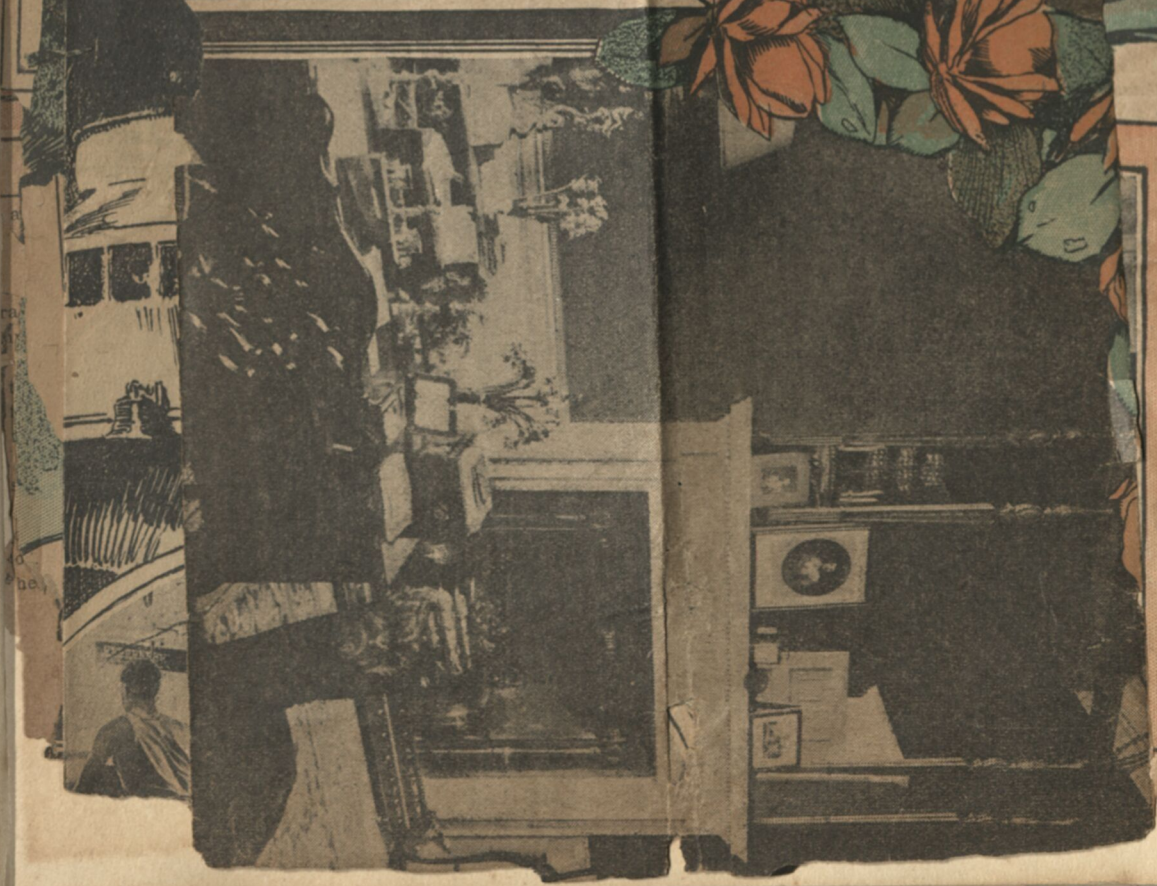


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These articles are written especially for the Herald by one who is intimate with society matters in London.

Next week will appear a page of pictures and a description of the life of Lady Paget, daughter of the late Mrs. Parnall.

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LADY STRAFORD

(DAVIS & DANFORD)
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NEW YORK HERALD, SUNDAY, MAY 15

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LADY STRAFFORD
(GIVEN PHOTOGRAPH)



DAILY HERALD, MARCH 15, 1908. — MAGAZINE

MEET ASSEMBLES FOR TARGET PRACTICE



DWELLING HOUSES AT MAGDALENA BAY

MAP SHOWING LOCATION OF MAGDALENA BAY



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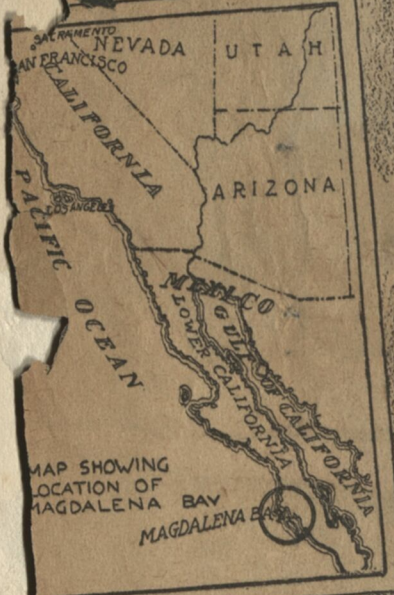
DAILY, MARCH 15, 1908. — MAGAZINE

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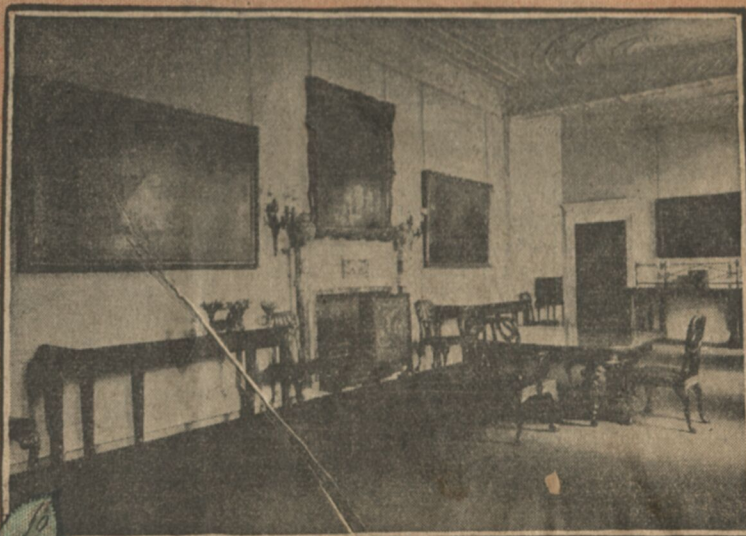


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ROOM!

CHANDOS HOUSE, THE RESIDENCE OF LADY STRAFFORD, FORMERLY MISS CORA SMITH, OF NEW ORLEANS, NOW THE WIFE OF MR. MARLY T. KENNARD



DINING HALL

from the serious business to which this room is dedicated.

The furniture of this "piece" is of the Queen Anne period, but there are no attempts at any adornments which would in any way detract from the beauty of the carved furnishings or the charming severity of this apartment. The drawing rooms, which are on the first floor, run almost the whole length of the house; the walls are panelled in delicate green, of that tone which harmonizes best with the gold tint of the curtains draping the high windows, while the floor is richly carpeted in a pink Aubusson tapis. In this room are some fine collections of Charles II. period, including some very valuable cabinets, while here, as in nearly all the state apartments of the house, may be seen magnificent early English mirrors.

At present the drawing rooms are devoid of pictures, as Lady Strafford and Mr. Kennard are only by degrees picking up gems of art. These rooms are utilized as ballrooms, and certainly no better ones can be found for this purpose. One such occasion occurred on February 26, when Lady Strafford gave a ball for her daughter, Miss Adele Colgate. In her rooms, by the way, may also be seen a marked note of individuality, for it may safely be said that Miss Colgate is, before all things, a sportsman and a strictly modern girl.

In the photographs of her private rooms the note of severity is more strongly marked than that in any other room

DA, MARCH 15, 1908. — MAGAZINE

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DWELLING HOUSES AT
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MAGDALENA BAY WHERE THE F

INTENSE RIVALRY OF CREWS IN MAKING NEW RECORDS WITH THE BIG GUNS

By Commander J. D. Jerrold Kelley, U. S. N.

MAGDALENA Bay indents the peninsula of Lower California, between the twenty-fourth and twenty-sixth degrees of north latitude, in a wide and regular curve. Its waters spread well into the heart of the lowlands and stretch through slow lagoons and by sluggish quebradas for many lonely miles to the northward, southward and eastward. The bay furnishes fine anchorages, indeed the best of any in all the three thousand and odd miles' run between Panama and San Francisco. At all seasons it offers a safe haven for vessels of every class, and many squadrons, whether seeking a place of rest and recruitment after long sea voyages or a rendezvous of approved strategic importance, may be harbored within its easily defended entrances.

The back country is sparsely settled and prohibitive in appearance, because of a sterility attributable to a lack of rain and of artificial irrigation. Remote ranches, separated by long areas of desolate plains; a few camps in the neighborhood of the mines, quaint haciendas, distant stations where the orchilla—a dye moss—is gathered, and in almost inaccessible valleys a church and a monastery built by the Franciscans—these are the characteristic developments of the country. Many years bridge the period of the monks with our own days, but the natives still live more by the spirit and traditions of the missions—and with a simplicity that is not without its charm—than by the laws or under the fostering care of their own

furnishings. The statuette of Queen Victoria, which retain an air of severe similitude, shewness when the immediate shores of Magdalena Bay have little to attract the stranger except as a landing place for the hunter bound for the shooting on the great plains to the eastward or for the prospector wandering toward the foothills of the Sierras, which skirt the gulf side of the peninsula almost to the sandy Cape of St. Lucas. The usual and most convenient anchorage is in and about Man-o'-War Cove, on the westward side, north of the entrance. Facing this is the group of buildings owned by the concession company and occupied in normal seasons by a population, that numbers less than fifty, for the great cities of Cortez and Pizarro, promised nearly forty years ago in the most noted of the American colonization schemes, exist only as airy fabrics of dead and gone imaginations.

Climate Mild and Equable.

The climate of the region is mild and equable, blessed as its sea frontier is by the moderate breezes and temperate influences of the California current and the drift of the Mexican monsoon. Two areas are almost rainless, due to the interference of the coast range of the Sierras with the southeasterly winds, but to the northward, where irrigation has been introduced and rain falls, the changes in the country are fully as marvellous as those effected in the lower California situated within our own boundaries. Near the Ensenada of Todos Santos, close to the frontier, there is a fruitful region owned and settled mainly by Americans, even further south the



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which lend a certain grandeur of
to these salons. Another note-
fact is that all the rooms, in spite
furnishings, luxurious settees and
retain an air of severe simplicity
shness which is a distinct relief
he somewhat exotic interiors of
ondon houses, where overcrowding
ots, curios and objets d'art is the
her than the exception.

This is more distinctly marked
in Lady Strafford's boudoir,
takes almost of the atmosphere of a busi-
ness room, although everywhere there are
to be seen the dainty touches which prove
it to be a retreat of femininity. Here Lady
Strafford has collected many interesting
mementos of her first English home, one
which she values most being a bronze
statuette of Queen Victoria presented by
her to Cora Lady on her mar-
riage with Lord Strafford. The dining hall
is the ideal English drawing room, bright,
with a few good pictures sufficient to at-
tract the eye, yet not to draw the attention

who are her intimate friends, and among
whom she has been brought up.

Miss Adele is never so happy, as when in
the hunting field. When obliged to be
in London she is out every morning in the
park at half-past eight, but she does not
limit her rides by any means to the Row.
She is of the usually tall Anglo-American
type, and in her taste her sport differs
much from her mother, whose quiet man-
ner is the same which so marks many
Anglo-American hostesses who are every-
where so popular and have so largely
identified their interests with their English
surroundings. In fact, it often impresses
me that the daughters of these quiet man-
nered women are more American than
their American bred mothers.

INTENSE RIVALRY OF CREWS IN MAKING NEW RECORDS WITH THE BIG GUNS

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It is, of course, unnecessary to say that possibilities of these southern and middle regions of Lower California early attracted the speculative—or was it the beneficent?—attention of promoters, although in the days of the civil war these were known less euphemistically. Finally a reputable and financially sound company, whose intentions were better than their knowledge of the country, took up the exploitation and colonization. But even this, the most conservative of those earlier years, proclaimed the Magdalena Bay region as a lotos land. "Not a place," it complacently and naively declared, "where a man could grow rich without work, but one where he could live more comfortably with less labor, produce more repaying crops from a given number of acres and enjoy more ease and luxury for less money than in any other part of the world." Its agents pointed out that the heat was never excessive nor the cold severer than in the Octobers of the Atlantic States, and that this equable temperature, the absence of fog—nothing was said about the rainfall—the steadfast breeze blowing from sea to gulf and the possible open air life throughout the year made "the country the healthiest on the continent. Local diseases," they added, "were unknown." Now, there is, in the phrase of Mr. Squeers—richness for you. And yet a large measure of the idyll is honest prose and many of the allurements exist.

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The first expedition was embarked in a small schooner, and after a languid and uneventful voyage along a favoring coast the boat anchored in Magdalena Bay. Prospecting and surveying began at once; indeed, with so much earnestness that the news travelled over the peninsula to La Paz, the capital of the district. Suspicion was naturally aroused and reports drifted to the surveyors that an armed force was being prepared for their capture or dire destruction. At this juncture the flagship Ossipee, flying the broad pennant of Commodore William Rogers Taylor, arrived, and after replenishing the stores of the party it steamed around Cape St. Lucas and up the Gulf to La Paz on a mission of inquiry. It took on board the secretary of the company, the energetic, intelligent and ever optimistic Colonel Drake de Kay, at one time in the civil war aid to the commanding general of the army.

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Upon the return of the Ossipee to Magdalena Bay it was found that the first shipment of colonizers was expected, not from California, but from New York, by way of the Isthmus of Panama. The prospecting and preparation of the land were gone forward with, somewhat languidly it must be confessed, for it was soon apparent that the only prospect for any profitable labor was in the collection of the orchilla.

In the meantime the Lower Californian, a four page patent inside journal, was with characteristic intrepidity issued. The first number appeared on October 12, 1870, and the second on November 10. Whether any other editions saw the light is unknown, for even at this early date the enthusiasm and faith of the projectors of the enterprise were wavering. Both editions were, essentially, the patent inside aspect, so simple and the novelties of this dead and fossil record of civilization and research. The journal was four inches square and contained a few lines of text and a few

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Cattle and transportation, the second announced, could be provided at the lowest rates. The first number also named ranches of the brothers Ramon and Pablo de la Toba, and a contractor, Victoriano Gomez, who offered to sell "cattle, mules, horses, hives, and other groceries." The lawyer displayed his card in Spanish was M. Clemente Rofo San Toman. It is unknown whether any of these excellent patrons of live journalism really existed—they appeared while the Ossipee lay in the bay—except perhaps the lawyer. He may have been the uneasy and somewhat alien person who acted as assistant interpreter to the gifted and most agreeable Frenchman, M. de Rougemont, who was the managing, city and news editor of the Lower California. But of the other patrons no doubt exists. For example, L. Adams, who proudly announced that he was an artisan well borer—in a word, where artesian borers bore no more, the mate of the schooner. Succeeding came other members of the crew, whose advertisements used the trademarks and symbols that years since the pages even of the largest dailies, Byrnes, horseshoer and blacksmith occupation, figured in large type. "Blacksmith, Magdalena," with an anvil for his crest. George Mason, for his part, was "Horticulturist, Magdalena," George Robbins, indicated by a carpenter's plane, and William Sadler, purveyor of "Green Turtles," ornamented with sprawling sliders, were both good around sailormen. Ah Sam, explorer of a dull looking fish, was the Chinese of the expedition, and he figured, foot of the last column on the fourth page, as selling "oysters and always keep hand fish of all kinds." It may be that Ah Sam's oysters were those that time grew on the plants and trees, lagoons and mangrove swamps, down by the poets of the prospectors.

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colonizers of thrift, intelligence and energy.

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NEW YORK

ERALD,

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a serious threat

this



Form No. 104.

THE WJ

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This Company TRANSFERS
Errors can be guarded against
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RECEIVED

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196 Bray N.Y.

Commander J

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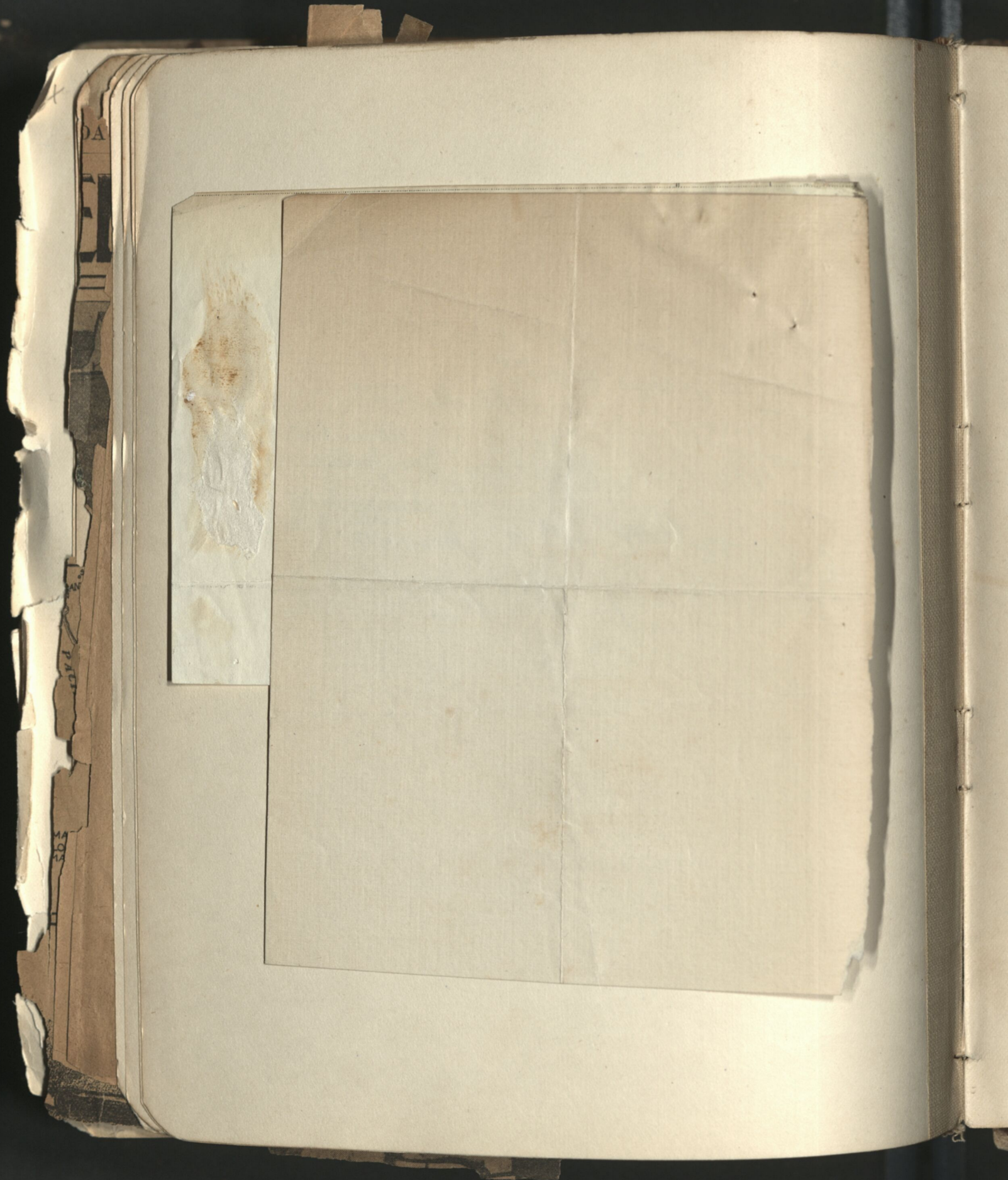
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most important
will

The Royal navy of England hath ever been
its greatest defence & ornament; it is its
ancient & natural strength, - the floating
bulwark of our island."

Blackstone
"How now: Whocalls, you ^{alma mater} ~~mother~~.
~~Presbyterian~~ ^{Hon^{ble} C. J. Bonaparte}
Society of the navy



Form No. 168.
THE WESTERN UNION TELEGRAPH COMPANY.
 INCORPORATED

21,000 OFFICES IN AMERICA. CABLE SERVICE TO ALL THE WORLD.

This Company TRANSMITS and DELIVERS messages only on conditions limiting its liability, which have been accepted by the sender of the following message. Errors can be guarded against only by repeating a message back to the sending station for comparison, and the Company will not hold itself liable for errors or delay in transmission or delivery of Unrepeated Messages. The amount of tolls paid thereon, not in any case where the claim is not presented in writing within sixty days after the message is filed with the Company for settlement. This is an UNREPEATED MESSAGE, and is delivered by request of the sender, under the conditions named above.

THOS. T. ECKERT, President and General Manager.

RECEIVED **1353** **THIRL AVE.**
 83 RL RD 112 Paid D P

5 55PM.

195 Bway N.Y.16

Commander J D J Kelley

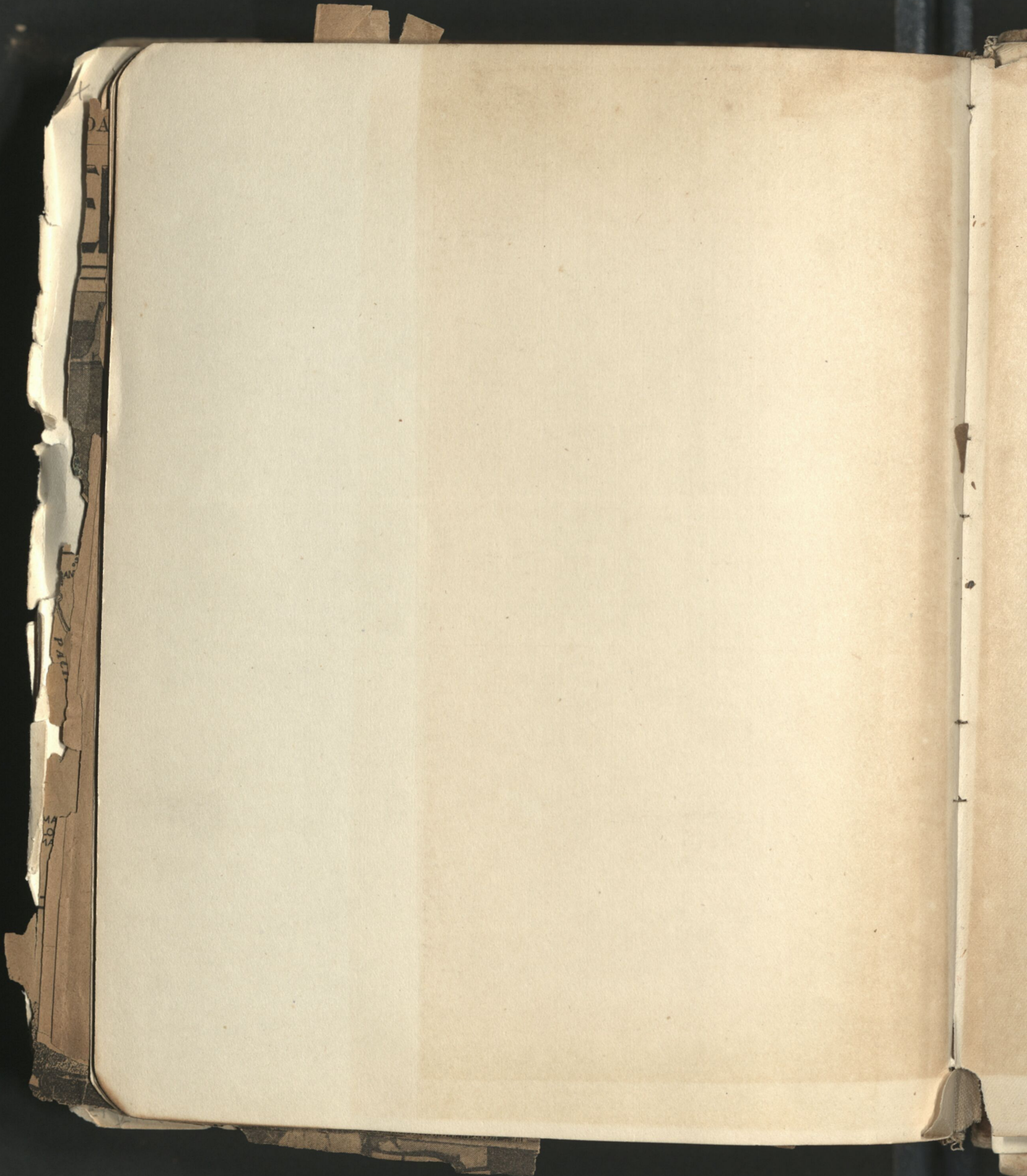
21 East 83 St

AUG 16 1898

Acting secy Allen of Navy Department on recommendation of Secretary Long has authorized a naval parade of our victorious warships up the North River to Grant's tomb where a national salute will be fired City Councils have just passed a resolution authorizing a committee of one hundred prominent citizens of New York to take appropriate action looking to the success of this great pageant which will unquestionably be the most imposing popular demonstration of patriotism since the Civil War Will you kindly signify by telegraph at our expense your approval and willingness to act with such naval parade committee? As the time is limited the warships being expected Saturday immediate action is necessary

The World

J



SO IN VERY FINE VOICE

The Great Tenor Says He Will
Disprove All Stories Told
of Poor Condition.

AMERICANS ON OCEAN

Mr. and Mrs. W. K. Vanderbilt, Mr.
and Mrs. E. T. Gerry and Others
Are Aboard the Cecilie.

[SPECIAL DESPATCH TO THE HERALD VIA COM-
MERCIAL CABLE COMPANY'S SYSTEM.]

HERALD BUREAU,
No. 130 FLEET STREET,
LONDON, Wednesday.

The Kronprinzessin Cecilie left South-
ampton to-day with every saloon cabin
occupied. In addition to hundreds of
notables in the worlds of society and
business she is carrying many great song
birds, headed by Signor Caruso and Mlle.
Destinn, for the Metropolitan Opera sea-
son.

Signor Caruso, fresh from the triumphs
of Vienna, appeared to be in splendid
physical condition and is quoted as tell-
ing the reporters that his throat and voice
are absolutely "all right."

"When I sing in New York," he said,
"the weird stories circulated about my
voice will be effectually disproved."

Among the prominent Americans on
board the vessel are Mr. and Mrs. W. K.
Vanderbilt, Mr. and Mrs. Elbridge T.
Gerry and daughters, Mr. and Mrs. Ham-
ilton W. Cary, Mrs. Cooper Hewitt and
Mr. Beekmann Winthrop, Assistant Sec-
retary of the United States Navy.

Other notables include Marquise de Al-
mandarez, Princesse Nicola Ghika, Mar-
quise de la Real Proclamacion, Marquis
and Marquise Pinar del Rio, Marquis and
Marquise de Villalta and Baron Yana-
gusawa.

All the Americans, as if they had heard
about a boom in Wall street, said they
were optimistic about future financial
conditions in the United States.

FAEBURN PORTRAIT REMAINS IN ENGLAND

Lord Michelham Announced To Have
Been Purchaser of Study of Mrs.

Italy's Premier Herald for

Signor Giolitti Informs General
of Occupation at Tripoli
Newspaper A

[SPECIAL DESPATCH TO THE HERALD VIA COM-
MERCIAL CABLE COMPANY'S SYSTEM.]

TRIPOLI, Wednesday.—I learn that Sig-
nor Giolitti, the Italian Prime Minister,
has telegraphed to General Caneva, com-
mander in chief of the army of occupation,
expressing his satisfaction at the accuracy
of the despatches sent to the HERALD, and
also for the sympathetic attitude toward
Italy which the HERALD has shown in its
editorial articles on the war.

DROPS BOMBS FROM AEROPLANE ON TURKS

Italian Military Aviator Uses Picric
Acid Explosives at Tripoli, with
Excellent Results.

[SPECIAL DESPATCH TO THE HERALD VIA COM-
MERCIAL CABLE COMPANY'S SYSTEM.]

TRIPOLI, Wednesday.—The military avi-
ators, Captains Piazza, Moizo, Gavotti
and Rossi, made reconnoissances this af-
ternoon.

When three kilometres from the Italian
outposts Captain Gavotti dropped four
picric acid bombs of the Cippelli type on
the enemy's camp with excellent results.

Captain Piazza reported that a number
of small detachments of the enemy were
roaming around the outposts.

Captain Rossi was flying at a speed of
ninety kilometres an hour when he was
obliged to alight suddenly owing to motor
trouble. His machine was badly damaged.

The Duchessa d'Aosta has arrived here
to aid in Red Cross work.

DROPPING OF BOMBS VIOLATES CONVENTION

HERALD BUREAU,
No. 1502 H STREET, N. W.,
WASHINGTON, D. C., Wednesday.

Dropping bombs or other projectiles
from the air was prohibited by the rules

DA

PAT

305

Miss Muriel J. Kelley Married at Summer Home in York Harbor



MRS. SAMUEL S. BRADY.
AIME' DUPONT PHOTO.

Daughter of Commander and Mrs. J. D. Jerrold Kelley Be-
comes Bride of Mr. Samuel S. Brady, of Baltimore—
They Met in York Harbor Four Years Ago.

[SPECIAL DESPATCH TO THE HERALD.]

YORK HARBOR, Me., Wednesday.—In Trin-
ity Episcopal Church to-day Miss Muriel
Jerrold Kelley, second daughter of Com-
mander J. D. Jerrold Kelley, U. S. N., re-
tired, and Mrs. Kelley, of New York, was
married to Mr. Samuel Stansbury Brady,
of Baltimore.

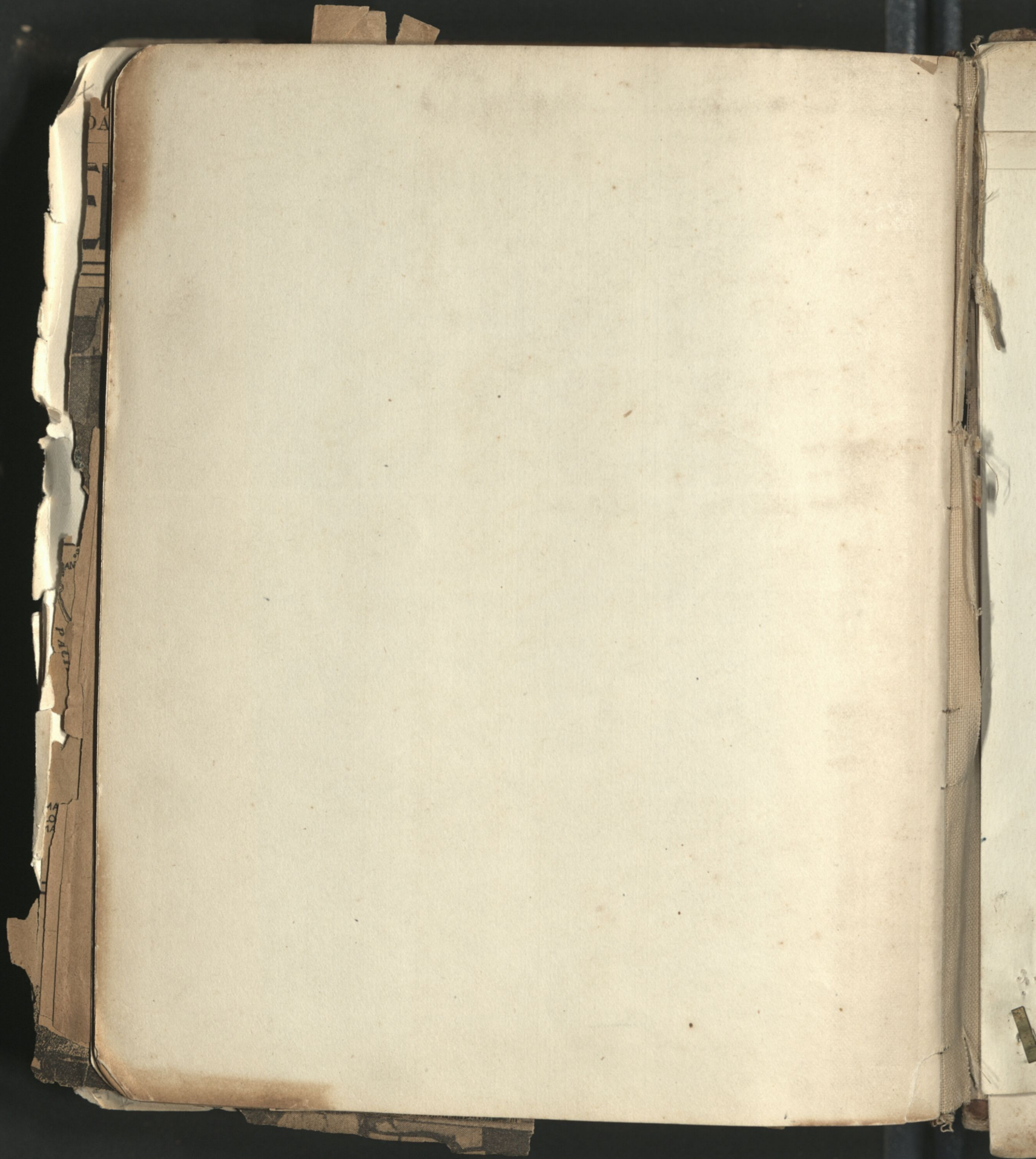
Their romance began four years ago,
when they met here. The church was deco-
rated with white chrysanthemums, Vir-
ginia smilax and Boston ferns. The cere-
mony was performed by the Very Rev.
Frank L. Vernon, dean of St. Luke's Cath-
edral, Portland, and was witnessed by

friends from New York, Baltimore, Phila-
delphia, Boston and Portland.

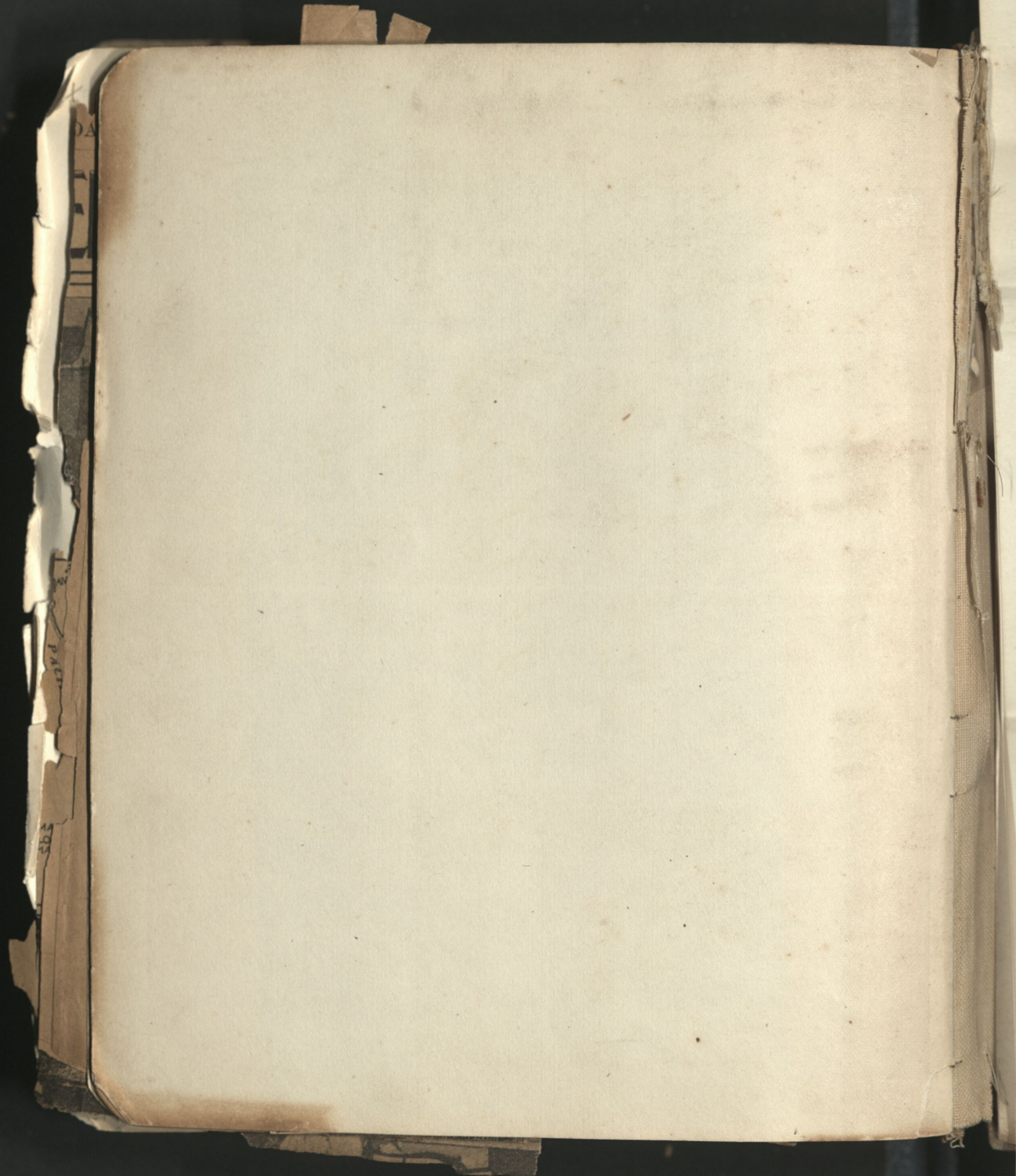
The bride, who was given away by her
father, wore a gown of white satin made
with a court train and trimmed with
Duchess lace. She wore also a tulle veil
and carried a bouquet of lilies of the val-
ley. She was attended by her sister, Miss
Nathalie Kelley, who was dressed in green
satin, trimmed with white chiffon, shaded
to gray and a black hat trimmed with
green ostrich plumes. She carried a bou-
quet of bride roses. The best man was
Mr. Arunah Shepardson Brady, of Balti-
more.

After the ceremony the bridal party went
to the summer home of the bride's par-
ents, where a breakfast was served.

Mr. and Mrs. Brady will pass the win-
ter in Europe.



OFFICERS OF THE "KEARSARGE".



OFFICERS OF THE "KEARSARGE".

| | |
|-----------------------|----------------------|
| Oscar F. Stanton | Rear Admiral. |
| Oscar F. Heyerman | Commander |
| Charles T. Forse | Lieutenant |
| Charles T. Lyman | " |
| Burns T. Walling | " |
| John Hood | Lt. Jr. Grade |
| Fred'k R. Brainard | " |
| Herbert G. Gates | Ensign |
| Thos. P. Magruder | " |
| Leon S. Thompson | Naval Cadet |
| Thos. L. Stitt | " |
| Thos. L. Borden | " |
| Benj. B. McCormick | " |
| Walter Ball | " |
| David V. Allen | " |
| Geo. P. Lumsden | Passed Asst. Surgeon |
| James A. Ring | Paymaster |
| Burdette C. Gowing | Chief Eng. |
| Clarence L. A. Ingate | 1st Lt. U.S.M.C. |
| Jonathon Brooks | Pay Clerk |

| | | | |
|---------------------|------|--------------------|----------|
| Herrmann Baader | " | Henry Dorr | " |
| Wm. Carney | " | Jno. Lyons | " |
| Alf. Woodruff | " | Frank Summers | " |
| Ptk. Feeney | " | Wm. McPherson | " |
| Walter W. Hall | " | Francis McChrystal | F. I. C. |
| Wm. McGinty | Lds. | Jas. Duffy | " |
| Jas. P. Smith | " | Jere. Quill | " |
| Eugene White | " | Elmer M. Mitchell | F. I. C. |
| Chas. M. Nolan | " | Frank Murry | " |
| Jas. Smith | " | Chas. Jackson | C. P. |
| Thos. W. Holdich | " | Jere. Dugin | " |
| Geo. A. Hughes | " | Jno. W. Williams | " |
| <u>Benton Lyons</u> | " | Bart Peebles | " |

| | | | |
|---------------------------|---------------------|---------------------------|-----------|
| Patrick Deery | M.A.A.1.C. | Phil. Morrison | Lds. |
| Newton G. McKelvey | M.A.A.3.C. | Jas. P. Gragan | " |
| James Saunders | B.M.1.C. | Wm. P. McCann | " |
| Wm. Steele | B.M.1.C. | Jas. Raine | " |
| Jas. L. Aitken | B.M.2.C. | Delmar Wendell | " |
| Benj. Pauer | B.M.2.C. | Denis McGonagle | " |
| Wm. T. Fewer | B.M.2.C. | Danl. Atkins | " |
| Christ. Johnson | B.M.2.C. | Ferdk. R. Lawrence | S. A.1.C. |
| Rehd. Cronin | G.M.1.C. | Gus. Herrmann | " |
| Chas. Prime | G.M.2.C. | Bert E. Staples | " |
| Fredk. Beenck | G.M.3.C. | Jno. J. Smith | Al.C. |
| Allen T. Webb | G.M.3.V. | Wm. H. Gatty | " |
| Chas. Burlingame | G.M.3.C. | Jos. Heil | " |
| Michl. J. Brett | G.M.3.C. | Geo. M. Diebold | " |
| Antony Tiedemann | Cox. | Thos. B. Reynolds | " |
| Alex. Coffey | " | Robt. W. Kessler | " |
| Jno. Riley | " | Humboldt J. Palmer | " |
| Wm. E. Gilchrist | " | Svend C. Mogensen | " |
| Olaf Anderson | " | Henry Kallner | " |
| Karl E. Svenssen | " | Danl. Moriarty | " |
| Thos. Angus | " | Wm. K. Davis | " |
| Wm. Harrison | Q.M.1.C. | Louis Kmetzger | " |
| Arch. Lamont | Q.M.2.C. | Kieran J. Egan | " |
| Halvor Kristoffersen | Q.M.3.C. | Jas. N. Rogers | " |
| Thos. W. Healey | Q.M.3.C. | Fredk. Von Dohlen | A.2.C. |
| Jno. J. Doran | Sea | Peter Heintz | " |
| Jno. E. Whalen | " | Robt. H. Fitton | " |
| Edw. F. Jackson | " | Thos. Traynor | " |
| Paul G. Niepke | " | Jno. F. Linehan | " |
| Jas. O'Neil | " | Saml. Graham | " |
| Rehd. H. Thornton | " | Emil Fisher | " |
| Adalbert J. Myers | " | Victor A. Heineken | " |
| Jno. H. Lewis | " | Wm. C. Twitchings | " |
| Alf. Johnson | " | Jno. P. Drumm | " |
| Frank Ryan | " | Wm. H. Gorman | " |
| Henry Anderson | " | Fredk. J. Kimmerly | " |
| Michl. Maxwell | " | Jno. J. Gannon | " |
| Martin P. Neilson | " | Wm. J. Harvey | Egt. Yeo. |
| Axel Baggeson | " | Thos. Walburton | Pay Yeo. |
| Jas. E. Sweeney | " | Jas. E. Whalley | Eng. Yeo. |
| Otto Jansen | " | Jose J. Tejada | Apoth. |
| Andrew Lindell | " | Jean Pape | W.1.C. |
| Jno. Edwards | " | Henry C. Young | W.2.C. |
| Ralph W. Phillips | " | Benj. E. Cook | Bay. |
| Fritx H. Bastian | " | Henry C. Toussaint | A.2.C. |
| Frank Conroy | O.S. | Luther A. Knight | Mach. |
| Chas. Forster | " | Andrew Malcolm | " |
| Harry Brodie | " | Arthur P. Lombard | " |
| Chas. Smith | " | Richd. J. Orsen | W.T. |
| Jno. Dalzell | " | Jno. Hallahan | " |
| Herrmann Baader | " | Henry Dorr | " |
| Wm. Carney | " | Jno. Lyons | Officer |
| Alf. Woodruff | " | Frank Summers | " |
| Ptk. Feeney | " | Wm. McPherson | F.1.C. |
| Walter W. Hall | " | Francis McChrystal | " |
| Wm. McGinty | Lds. | Jas. Duffy | " |
| Jas. P. Smith | " | Jere. Quill | F.2.C. |
| Eugene White | " | Elmer M. Mitchell | " |
| Chas. M. Nolan | " | Frank Murry | C.P. |
| Jas. Smith | # | Chas. Jackson | " |
| Thos. W. Holdich | " | Jere. Dugin | " |
| Geo. A. Hughes | " | Jno. W. Williams | " |
| Rehd. Cronin | " | Bart Peebles | " |

| | | | |
|--------------------------------|---------------------|---------------------------|-----------------|
| Sol. Edwards | C.P. | Saml. E. Adonis | Cab Stwd. |
| Jno. E. Gehardt | " | Jas. A. Clarke | Cab. Cook |
| Jarrard C. Ellis | " | Pierre Gonnet | W.R. Stwd. |
| Robt. Laigh | " | Kik Tanka | W.R. Cook |
| Robt. J. Alford | " | Yoshitaka Namijiro | Stg. Stwd. |
| Henry J. King | " | Tetsuya Yamaguchi | Stg. Cook |
| Harry E. Givens | " | Danl. Costabel | Mess Att. |
| Jno. Moss | S.M.M. | Alf. Cambridge | " |
| Ernest L. Lightfoot | Painter | Walter Johnson | " |
| Jos. Burke | B-maker | Zarhariah Linton | " |
| Berties L. Jordan | B-smith | Spencer Summers | " |
| Henry J. Wirtz | C.M.I.C. | Jas. H. Burney | " |
| Wm. Jones | C.M.I.C. | Walter B. West | " |
| Andrew Harju | Shpgt. | Osamu Yokochi | " |
| Everett C. Catehall | " | Aug. M. Cabral | Ships Cook L.C. |

MARINE GUARD/

| | | | |
|--------------------|-----------|------------------|------|
| Michl. McCarty | 1st Serg. | Wm. D. Bowers | Pvt. |
| Peter Wetzler | Serg. | Alb. J. Jennings | " |
| Ecklin J. Kane | Corpl. | Wm. J. Lynch | " |
| Wm. F. Mullin | " | Jos. H. Kane | " |
| Jno. O. Duset | Fifer | Frank J. Maguire | " |
| Jos. H. Lowe | Drummer | Wm. Scully | " |
| Jno. J. Callighan | Private | Jos. S. King | " |
| Jas. F. Collins | " | Jno. E. Smith | " |
| Jno. C. Cole | " | Jno. F. Griffin | " |
| Rehd. Clynes | " | Dominich Garvin | " |
| Alb. Cutting | " | Thos. Finan | " |
| Jno. Currin | " | Jas. Neilson | " |
| Francis X H. Brien | " | Jere. Lynch | " |

U. S. R. S. Vermont,

Navy Yard, New York.

Feb. 28, 1894.

Sir:

Referring to your letter of the 27th instant, I enclose herewith a correct list of all the officers and crew of the "Kearsarge" to whom the oath was administered on the quarter deck of this ship on the 26th instant.

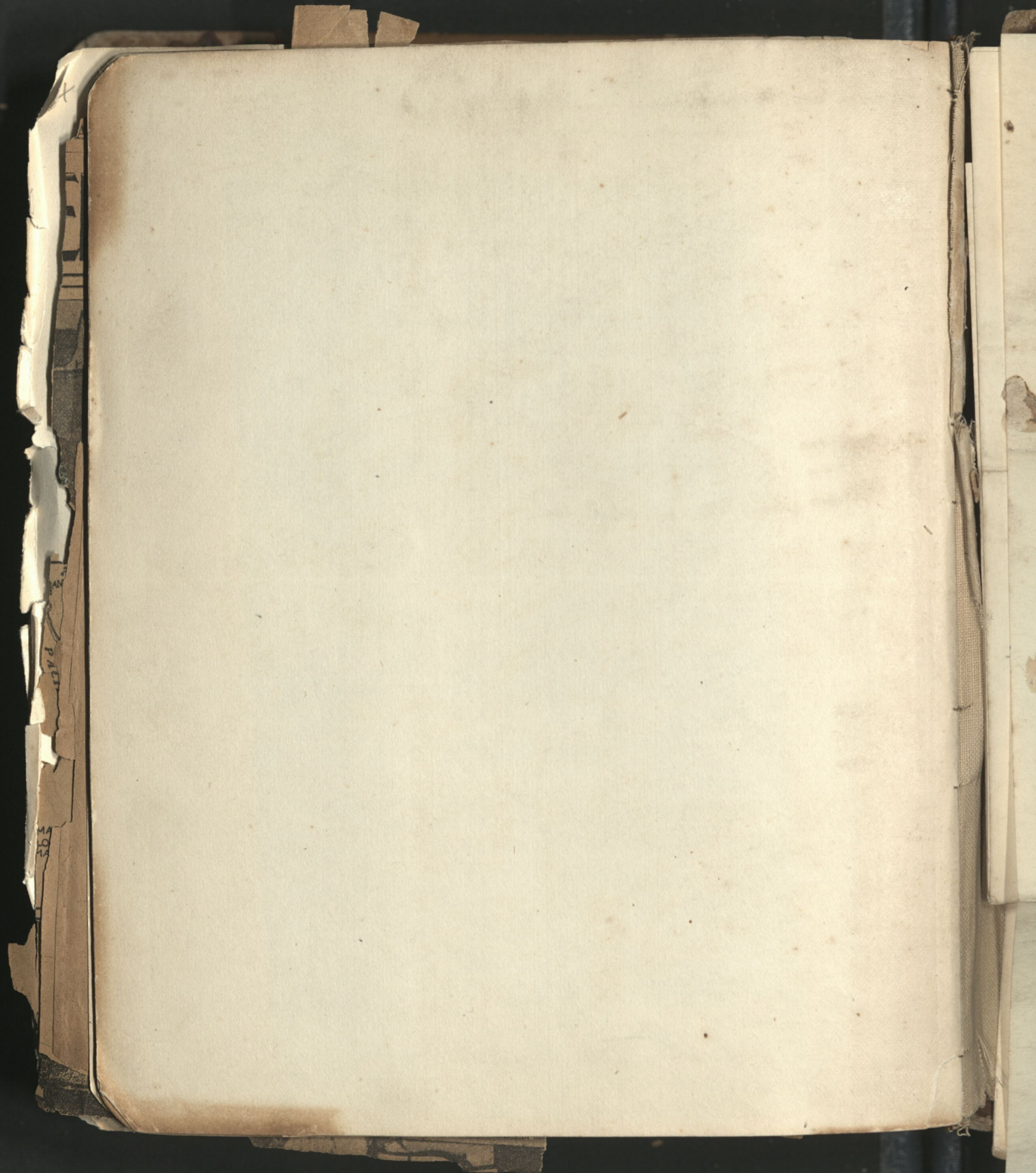
Very respectfully,

J. H. Murray
Capt. Comdr.

The Judge Advocate,

Court of Inquiry,

Navy Yard, N.Y.



U. S. RECEIVING SHIP VERMONT,

NAVY YARD, NEW YORK

July 28th
", 1894

MILLER, J. N.

Captain U. S. Navy,

Commanding.

*Dear Officers
and crew of the
"Pearl and Herby"*

ENCLOSURES,

U. S. RECEIVING SHIP VERMONT,
NAVY YARD, NEW YORK.

Feb 28th
" , 1894

MILLER, J. N.

*Captain U. S. Navy,
Commanding.*

*List of officers
and crew of the
"Kearsarge"*

ENCLOSURES,



To meet
The Officers of the United States Atlantic Fleet

The Mayor of the City of New York
requests the pleasure of the company of
Commander J. D. J. Keller
at dinner on Saturday, the fifteenth of May
One thousand, nine hundred and fifteen
at seven o'clock
at the Waldorf-Astoria

Please address reply to
George W. Burleigh, Vice-Chairman of the Dinner Committee
Fifty-two Wall Street, New York

